四拜禮

號一十月五英港香

THIRTY DOLLARS PER ANNUM:

Banks.

THE .. CZOKOHAMA SPECIE BANK, LIMITED ESTABLISHED 1880.

SUBSCRIBED CAPITAL......Yen 12,000,000 PAID-UP CAPITAL RESERVE FUND.....

Head Office :--YOKOHAMA.

Branches and Agencies. NEW YORK. LONDON ·SAN·FRANCISCO. HONOLULU. SHANGHAL

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LD. PARKS' BANK, LD. THE UNION BANK OF LONDON, LD.

HONGRONG AGENCY :-- INTEREST ALLOWED. On-Current. Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12-months at 5 per cent.

Hongkong, 7th April, (899) THE NATIONAL BANK OF CHINA,

LIMITED

HEAD OFFICE:-HONGKONG. Board of Directors :--E. Burnie, Esq. D. Gillies, Esq. Chan Kit Shan, Esq. Kwan Hoi Chuen, Esq. Chow Tung Shang, Esq. J. T. Lauts, Esq. Chief Manager,

GEO, W. F.-PLÄYFAIR Interest for 12 months Fixed 5 % Hongkong, 24th March, 1898. HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL......\$10,000,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000

COURT OF DIRECTORS: R. M. GRAY, Esq., Chairman. N. A. Stens, Esq., Deputy Chairman, 's E. Goetz, Esq., A. J. Raymond, Esq.

A. Haupt, Esq. R. H. Hill, Esq. P. Sachse, Esq.: The Hon. J. J. Keswick. E. Shellim, Esq. A. McConachie, Esq. R. Shewan, Esq. CHIEF MANAGER: Hongkong -T. JACKSON, Esq.

MANAGERE Shanghai---J. P. WADE GARRINER, Esq. LONDON BANKERS -- LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG--INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent. per Annum on the daily balance. ON FIXED DEPOSITS:

For 3 months, 21 per Cent. per Annum. For 6 months, 3 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. T. JACKSON, Chief Manager.

Hongkong, 3rd May, 1899.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted bythe HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31. PER

CENT. perannum. . Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAI

BANKING CORPORATION. T. JACKSON, Chief Mahagera

Hongkong, 1st August, 1895. THE CHARTERED BANK OF INDIA, AUSTRALIA: AND, CHINAS

INCORPORATED BY ROYAL CHARTER, 1853. _HEAD_OFFICE:-LONDON

RESERVE LIABILITY OF SHARE-INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent, per

annum on the Daily Balances. On Fixed Deposits for 12 months., 4 per cent. T. H. WHITEHEAD,

Manager, Hongkong. Hongkong, 24th-May, 1898.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896. Shanghai Taels.

SUBSCRIEED CAPITAL 5,000,000' PAID-UP CAPITAL 2,500,000 Head Office :-- SHANGHAL Branches and Agencies. HANKOW. CANTON.

PEKING. CHEFOO. CHINKIANG. SWATOW TIENTSIN. FOOCHOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agen-

> HONGKONG BRANCH. 🗓 Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS: per Annum Fixed Deposits for 3 months.

E. W. RUTTER Acting Manager Hongkong, 15th October, 1898.

Entimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

CAPTAINS A STATE OF LONDON, &c.,... Coromandel J.,...C. C. Talbot Noon, 13th May...... Freight or Passage. 4 (See Special Advertisement). * (Passing through the Inland Sea). For Further Particulars apply to H. A. RITCHIE, Superintendents

No. 5 B. BUND, YOKOILAMA.

FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines. The Company's Steam-launch attends the arrival and departure of all-Mail Steamers. ... Special-attention-paid-to-the-Comfort-of-Visitors.

E. V. SIOEN, Manager, Yokohama, ist October, 1897.

JUBILEE PILSENER BEER

PER CASE OF J. DOZ. QUARTS

6 DOZ PINTS \$13,00. SOLE AGENTS. . .

· H. PRICE & Co., -



15, Queen's Road,

· Hongkong, 2nd May, 1899.

Hongkong, oth May, 4899.

BITTERS

Angosturá (Siegerts) Bokers Peach Bitters

Amer d'Or (Luxardo) Danyita

U. O. Q. (Cocktail bitters) Pomeranzeň (phialš)

CALDBECK, MACGREGOR & CO., BUNE AND SPIRIT MERCHANTS.

Ex. S.S. "SHANGHAL!

NEW STOCK OF LADIES

UNTRIMMED MILLINER'

NEW FLOWERS, PEATHERS, LACES, RIBBONS, &c., &c.

Hongkong, 16th March, 1899

Untimations.

UNITED ASBESTOS ORUENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO HAM GOVERNMENT. MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC I LER JOINTS. ASBESTOS SALAMANDER BOILER COVERT AT COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT......THOS. SKINNER DODWELL & CO., LEMITED, General Agents.

CRAIGIEBURN.

THE PEAR HOTEL is situated at Victoria Gar, adjoining the Tramway Terminus, 1,350 feet above sea Level. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAR

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer eith perfect protection against the North East Winds in Winter. · Well appointed rooms, attentive service and excellent Cuisine.

CHY OFFICE, 7, Duddell Street.

'GEO. J. CASANOVA. Manager

Hongkong, 4th January, 1899.

-INFECTION.

A DEMAND HAS BEEN CREATED FOR

ESSETS' FLUID

A PERFECT DISINFECTANT (NON-POISONOUS).

A SURE PREVENTIVE OF ALL KINDS OF CONTAGIOUS DISEASES. Sole Agents---WATKINS & CO.

Hongkong, 6th May, (899)

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET. Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the now well-known JAPANESE TABLE WATER TANSAN. FLETCHER & CO.

CARMICHAEL & CO.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHCEA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY. (Proprietors and Sole Manufacturers). 9, Old China Street, Shanghai.

12th October, 1898. PROF. H. FRANKEL,

AMERICAN

SURGEON-CHIROPODIST. . *

INDERTAKES to extract Corns, and to cure. Warts. Bunions and Ingrowing Toe-nails.

TERMS MODERATE.

Appress: -54-56 Queen's Road Central. Hongkong, 1st May, 1899.

NOTICE.

-WHY

A RE POLICIES of the EQUUTABLE A LIFE ASSURANCE SOCIETY of the UNITED STATES to be preferred before those of any other Company?

BECAUSE Equitable Polices are to the intend ing assurers what Consols are the investor. BECAUSE the Equitable is the strongest Life Company in the world, having over 11 Millions sterling of Surplus, and

strength, but is also the fund from which dividends to policyholders are paid. BECAUSE Dividends to policyholders must be

BECAUSE Surplus not only means' mancial.

earned before they can be paid, and during PERIAL BANK OF CHINA).
the last ten years the Equitable's Surplus
Earnings have been larger than those of
Compradore any other Company. BECAUSE during the past five years the Equit-

able has paid each year more than £400,000 in dividends to policyholders. No other Company can point to such a record. BECAUSE, the Policies of the Equitable are naid more promptly than those of any, other,

Company. AND THEREFORE BECAUSE a man assuring the Equitable secures a contract backed by the Company which is the strongest in the world; which earn's greater profits; and which pays its Policies more promptly than ANY other Company.

Acting Manager, No. 9, Queen's Road, Hongkong. Hongkong, 21st April, 1899.

Masonic.

💓 PERSEVERANCE 🌺 L O D G E.

HONGKONG, No. 1,165. REGULAR MEETING of the above

LODGE will be held in the FREEMA--SGNS' HALL, Zetland Street, on TUESDAY, the 16th instant, at 8.30 for 9 p.m. precisely. " Visiting Brethren are cordially invited to attend. Hongkong, 5th May, 1899.

To be Net.

... At the PEAK. WITH IMMEDIATE POSSESSION,

FIVE-ROOMED BUNGALOW, situate on MOUNT GOUGH called KIRKENDOA H. L. DENNYS,

Supreme Courk Hongkong, 5th May, 1899. TO LET.

FFICE ROOMS on 1st, floor of No. 4, Queen's Road, Central, (lately the IM-

Apply to Compradore Office, E. C. HOCHAPFEL, Hongkong, 23rd March, 1899.-

CEMI-DETACHAD, VILLA RESIDEN-

CES on Bowen Road (now in course of efection.) PROPERTY now occupied by the Bowrington Saw Mills. . FLOORS in STAUNTON and ELGIN

"BAHAR LODGE." OFFICES:--ist floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, and May, 1899.

Intimations.

SPECIAL SESSIONS of Her Majesty's L Justices of the Peace will be held in the JUSTICES' ROOM, at the Magistracy Con-TUESDAY, the 16th day of May, ASD, 1899. at 12 o'clock NOON, for the purpose of considering an application from JAMES EDWARDS for a Publican's Licence to sell and retail intoxicating liquors in a Bungalow at TAF WAN in this Colony, under the sign of "THE SEA VIEW HOTEL."

T. SERCOMBE SMITH, Police Magistrate.

Magistracy, Hongkong, 9th May, 1899.

短題 GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.

> OME SHAREHOLDERS not having A applied for the PREFERENCE SHARES to which they are entitled, the Surplus will be allotted to existing Shareholders in proportion to the number of Shares held by them, if applied for on or before 17th instant.

LÜTGENS, EINSTMANN & CO., Hongkong, 10th May, 1899.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NOTICE

CERTIFICATE for too shares numbered 16972/17071 standing in the Register of this Company in the name of Miss ELLEN FARREL BROWN having been LOST, Notice is hereby given that a DUPLICATE CERTIFICATE for the said too shares will be issued one month hence, and that the ORIGINAL CERTIFICATE unless produced within that period will thereafter be held by the Company as null and void.

Per pro. SHEWAN, TOMES & CO. ANTHONY BABINGTON. General Manager.

Hongkong, 3rd May, 1899. - 6. ... [606a UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty peri-cent, upon contributions for the year 1898 has been declared. Warrants will be issued on the 1st May.

By Order of the Board. DOUGLAS JONES, Secretary.

Hongkong, 19th April, 1899. [538a FACILITIES FOR IGE AT KOWLOON

THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the safe of their ICE at Kowloon, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES. H. RUTTONJEE, Elgin Street, Kowloon.

Hongkong, 3rd May, 1899.

Auction.

PUBLIC AUCTION.

" H E Undersigned will Self-by PUBLIC rat his Sales-Rooms, Zetland Street, No. 2,

SATURDAY, the 13th, May, 1899, Commencing at 2.30 P.M., A LARGE QUANTITY OF

OF EVERY DESCRIPTION belonging to Gentlemen leaving the colony. For full Particulars see Catalogues, which can be obtained from the Undersigned.

TERMS OF SALES:—Cash on delivery.

the 8th instant.

HOUSEHOLD & OFFICE FURNITURE

On View at the Undersigned's from MONDAY, PAUL BREWITT.

Auctioneer. Hongkong, 9th May, 1899.

Husurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.-Hongkong, 28th May, 1895.

. . NOTICE.

Notices of Firm.

HAVE This Day taken charge of the ITALIAN CONSULATE. The OFFICE is transferred to Queen's Road Central, entrance ı, Duddell Street. 🐨

Office hours from 10 to 12 A.M. and from 2 Z. VOLPICELLI, Consul for Italy. Hongkong, 8th May, 1899. [633a

HONGKONG

STRICTLY FIRST CLASS.

TRANCE HALL to ench floor BOARD and LOOGING. MONTHLY RATES GIVEN NOW.

TOASSENGER ELAVATOR from En-

P, BOHM, Proprietor & Manager.

[12 Hongkong, 28th April, 1899.

TO-MORROW, the 12th instant, at 5 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 11th May, 1899. THE CHINA AND MANILA STEAM-SHIP COMPANY, LIMITED.

FOR MANILA. THE Company's New Screw Steamship

"DIAMANTE." Captain, Tayler, will be despatched for the above port, on MONDAY, the 15th instant, at

The attention of Passengers is directed to

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Manager.

Hongkong, 11th May, 1899. CHINA NAVIGATION COMPANY. LIMITED

FOR SWATOW AND TIENTSIN. THE Company's Steamship 'KWEIYANG?

·CaptainOuterbridge, will be despatched as above on MONDAY, the 13th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE. Agents.

Hongkong, 11th May, 1899. TOYO KISEN KAISHA

NOTICE

NIPPON MARU. The above Steamer having arrived, Consignees of Cargo are hereby requested to send is their Bills of Lading for countersignature, and to take immediate delivery of their Goods from Cargo inipeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense. I. S. VAN BUREN. Hongkong, 11th May, 1899.

NOTICE TO CONSIGNEES.

PHE P. & O. S. N. Co.'s Steamship

·"CHUŞAN?" FROM BOMBAY, COLUMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the and delivery, can be obtained as soon as the thave to say to such a move on our part? Goods are landed. This vessel brings on Cargo :-

From London, ex S.S. Himalaya. From Persian Gulf, or B.I.S.N. and B.& P.S.N. Co's Steamers. 💎 🦈

From Zanzibar, &c. ev S.S. Rajpostana. EM. TO-DAY.

Goods not cleared by the 17th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever. All damaged Packages must be left in the

Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. - H. A. RITCHIE,

Superintendent. Hongkong, 11th May, 1899.

Intimation.



WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

IMPORTERS OF HIGH-CLASS BRANDIES.

A.-Hennessy's Old Pale, Red Capsule - -

B.—Superior Very Old Cognac Red Capsule - - - 21.00

C.—Very Old Liqueur Cognac 24.00 V.O.—D.—Hennessy's Finest Very Old Liquors Cognac, 1872 Vintage, Red Cap-

V.V.O.-E.-Finest Very Old Liqueur. Cognac, 1862 Vintage -, - - -

All our Brandy is guaranteed to be PURE COGNAC, the difference in price being merely a question of age and vintage.

. Smaller quantities and sample bottles will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast

A. S. WATSON & Co., Limited, QUEEN'S ROAD CENTRAL

(lie Hongkong Celegraph

Hongkong, Thursday, May 11, 1899.

NOTES AND COMMENTS.

but one that will not make itself feit in the another declares there was no rock visible, another declares there was no rock visible. Far East to any great extent. The attitude | Then, again, as to the boilers. Nine of President KRUGER and the Boers towards | accounts out of ten speak of their bursting, the Uitlanders has now reached a point at | and newspaper writers seem to accept it as a which very plain speaking on the part of the | matter of course that whenever a steamer British Government has become necessary, sinks with her fires alight the boilers burst. and we are told that Mr. Chambertian's As a matter of fact they do nothing of the despatches on the subject are uncompromis- | kind, for the simple reason that immersion ing in tone and point to the fact that the | in cold water causes the steam to condense, Government has resolved to take some risk not to expand, and it is expansion of steam, of war. To many persons the prospect of all not condensation, that bursts a boiler. What war with the Transvaal may appear of little | happens is that the water coming into conmoment, but it must not be forgotten that | tact with the furnaces turns at once to the Boers have proved too hard a nut for us | steam, as may be seen by throwing a glass to crack in former days, as the British of water on an ordinary fire; but that steam reverses at Laing's Neck and Majuba Hill | not being confined can burst nothing. I testify, and although England would not the Stella's decks were blown up at all, have the prospect of invasion to face in the which is doubtful, it would be by the comthe excellent accommodation provided by this event of war, still the conquest of the pressed air driven out by the sudden inrush steamer. She is fitted throughout with Electric | Transvaal would prove an expensive of water into confined spaces. and difficult undertaking. The Boers are ! well armed and are, as we know. to our cost, adepts at the style of lighting that would take place in their country. We have doubtless learnt by experience since the days of the Boer war, but, in all: probability, so have the Boers, and they are by no means to be despised as enemies.

- WILL DE WAR?

It is to be hoped that the secret meeting of the Volksraads, which Reuter states has taken, place by order_of President KRUGER, thay mean that Mr. CHAMBERLAIN'S demands kare likely to be acceded to, but the chances for [558a and against this being the case must of necessity | be about equal. The Boers are well aware that they have beaten us before, and will ragain, especially as they have the result of CONSIGNEES of CARGO per Steamship the Jameson raid fresh in their minds. For all we know to the contrary, too, they may have backers among the Powers, though, considering the amicable relations which are now said, to exist between us and that the conquest of the Transvaal by Great | coast. FORECAST: Moderate E. winds: fine. Britain might lead to various complications t which would end in our being involved in a war with a European Power. Nowadays the competition for colonial expansion is so keen all persons interested in the welfare of British ; successful season. Hongkong and Kowloon Wharf and Godown | Africa would like to see the Transvaul once

TAPANUSE FINANCES.

The question whither or not the proposed increase in the rates of postage, telegraph fees, and railway fares, framed with a view to Optional goods will be landed here unless; making good the deficit in the national instructions are given to the contrary before 1 | revenue of Japan, will accomplish that end gross earnings on the entire Government of July. lines during the 31 days ending the 10th ulto. showed an increase of 209,192 year; the THE new Chapoo Road Bridge, Shanghai, number of passengers conveyed during the which is nearing completion will be open to same period being 2,7.49,565 against the public in about a week's time. This will 2;721,161 last year, or an increase of 28,404. The route where the traffic returns showed the largest increase is said to be that of Ho-

WHAT IT MEANS.

But to grasp the full meaning of this comparison one must take into consideration several things. In the first place, it must be remembered that a section of the Hokuriku line was newly opened this year. In the second place, during the period of time in the comparison, there occurred last year various events in Kyoto and Osaka, which attracted crowds to those cities, thus swelling the railway income to an unusual extent. In the third place, the comparison should be considered imperfect if we mean to show the consequence of the raising of fares, as the statistics for this year cover the five days: which preceded the introduction of this rise. All things told, therefore, the revenue accruing from the above source will not, it is thought, come up to expectation, that is, proportionately speaking.

THE "STELLA" DISASTER. Fairplay says the most difficult thing to

understand in connection with the loss of the Stella is why the captain should have been running the vessel at full speed in the fog when his log must have told him that he had run his distance to the Casquets, and that, with no bearings to be had, he was bound to be either dead on them, or level abreast on one side or the other. No navigatog in the world in a run of that distance in a fog across a Channel tide could tell to a mile or so where his vessel would be at the end of a three or four hours' run. poor fellow died like a man; but others died too who might have been alive if he had. exercised common prudence. It is one thing to steam full speed through a fog in the Atlantic where there is no land and little traffic, and where the latter is just as likely but it is quite a different matter to keep up the speed on the chance of passing on one side or the other of rocks which you should know you have about reached. Some of the papers by to-day's mail attribute the loss of the Stella to the fact that the opposing lines of steamers were racing each other.

CONFLICTING ACCOUNTS. exemplified in the varying statements of the witnessed in the championship.

correspondent writes;

Although it is presumed that the survivors are all desirous of telling the truth, it is astounding to find how they differ in details. Some say that the boilers exploded, while others declare that the engineer let off the steam and no explosion took place. Some say they say no fog, others that there was a dense fog; one that she stopped ten or twenty, minutes before the accident; while others deny this statement. One tells me that he saw the rock on which, So another war scare has at last arisen, the Stella grounded well out of the water;

REUTER'S TELEGRAMS.

GREAT BRITAIN AND THE TRANSVAAL

Lönnon, May 9th. Ar the reguest of President Kruger both of

the Volksrands have met in secret session. Mr. Chamberlain in the House of Commons declined to make a statement on the so-called crisis in the Transvail, declaring that it was unnecessary to notice all current rumours.

"LAGOS.

Bishop Tugwell of Lagos has been committed for trial, but allowed out on bail, on a charge of Criminal libel on the Europeans of the West probably be of opinion that they can do so | Coast, of whom, he said in writing to the Times, seventy-five per cent died of drink.

WEATHER REPORT

The Observatory report says: On the 11th the Powers of Europe, this last supposition; at 11.55 a. The barometer has risen on the appears most improbable. We all know E. coast of China and over Japan. Pressure is how near to war we were brought by the high over the China coast and Japan generally, Fashoda incident, and it is not impossible with slight gradients for E. winds on the China

LOCAL AND GENERAL.

that no Power can afford to make a step for- THE Vivianne Dagmar Company who have ward without taking into consideration her experienced a very harsh time in Shanghai, European neighbours. The question of the phaving been compelled to remain without perbalance of power is ever before us and has forming owing to the theatres being engaged to be taken into consideration in all our! here and at Yokohama, left Shanghai for Japan, schemes of territorial expansion. Doubtless from the 6th inst, where we trust they will have a

Company's Godowns at Kowloon, where each more under British rule, but what would OS the 12th April the Maryland Steel Comconsignment will be sorted out mark by mark | other Powers which have territory in Africa , pany at Baltimore, U.S.A., reserved an order for 75,000 tons of 67lb, steel rails for the Chinese | Mines :--Eastern Railroad. The mills are working day and night on a large order of similar rails for the Trans-siberian road, of which the Chinese Eastern will be a continuation.

> THI. American dipper Wetter, which arrived at is now occupying the attention of those New York on the t2th ult. from Hongkong, interested in the finances of the country. At | made the voyage of more than 16,000 miles this moment, therefore, it will be interesting in ninety-six days, an average of more than for one thing to see what is the present posi- 163 miles a day. She-left Hongkong on tion of the railway interest. Compared with January 4th and was loaded with 7,000 cases the corresponding period of last year, the joi firecrackers for the celebration of the Fourth

> > assist the traffic to a great extent, and considerably, relieve the Garden Bridge. The structure is built on iron-wood beams and consists of a wooden frame and decking, while the rails are of cast-iron as well as the approaches. The work has occupied a period of about six months, and a few days will suffice for painting and clearing the bridge, and making it ready to be thrown open to the

H. R. H. PRINCE HENRY of Prussia, in company with his aide-de-camp, Baron von Witzleben, and Dr. A. Franke of the German Consulater called on Mr. Weng, the Mixed Court Magistrate, at Shanghai, and by him was, conducted to the Court, where seats were placed on the bench for the visitors. The Prince took a keen interest in the proceedings, examined the charge sheets, and conversed freely with 'Inspector Matheson' on police affairs. He left Shanghai on the 5th May and joined the Gefion at Woosung and was to start for Kiaochou the following morning .- A. Co

Two interesting matches took place on the Cricket Ground yesterday afternoon in the Lawn Tennis Tournament. Mr. Pinckneyand Mr. H. Humphreys met in the final for the. championship, the former winning by three is concerned, it is thought public sentiment setts to love- 6-0, 6-3, 6-2. Although the loser scored nothing in the first sett the games were all closely contested, most of them being point too good for his opponent. The play was very fast all through the three setts, hard driving being the characteristic of both players, varied very occasionally by a little net play. Orient. The other match was between Major Griffin and Dr. Atkinson in the final of the Veterans' handicap, Major Griffin winning by three setts to be avoided by fast steaming as by slow; to one-2-6, 6-0, 6-2, 6-0. Long rallies were frequent, and the match was followed with interest by a large number of spectators. Major Griffin possesses a great advantage in being able to use his bat equally well with either hand; his staying power also seemed rather better than the doctors. The games were keenly contested, but neither player got much pace on the ball, the driving being The difficulties of writing history are well rather slow as compared with the quick play. Britain is not the national anti-

survivors of the Sidil Illus the Lines I We learn from the Sais that Sir John Leng proposed to ask the Home Secretary whichter the Windsor Hotel fire in New Yew York had caused any inquiry to the made as to the means of exit in the event of fire, from the huge hotels and mansions erected during recentivears in London.

> THE last two performances of Warren's Circus, to-morrow afternoon and evening, says, the A. C. Daily News of the 5th inst., will be tendered as a benefit for Bristol under the patronage of the Masonic fraternity of Northern China. Under such nuspices, the final performances of Warren's Circus, which has done so much to afford an usement to Shanghai folk are sure to be widely pationised, crowning what we are glad to know has been a very successful season.

YESTERDAY at the Magistracy, two Chinamer named Li Chu and Hung Chui, charged Wong Chung with stealing an umbrella from the Chinese theatre. Li Chu testified that he had bought the umbrella at Canton for \$1, and while in the theatre put it on the seat in front of him. While getting a light for a cigarette the umbrella was stolen, but on hearing that an umbrells had been recovered he applied for it. That was the umbrella produced. Hung Chui said that he was in the theatre at the time and saw the defendant take, it and walk out of the theatre, he followed him and had him arrested. Mr. Sercombe Smith did not quite believe the story and remanded the case till to-day, when defendant to go and pawn, and while on his to the Punjom and Nowloom shares. way thither he was arrested. Both witnesses were sentenced for wilfully making false testimony, Li Chu to \$15, or seven days, and Hung Chui to \$15, or fourteen days. As they could not raise the money both were imprisoned, where, in the seclusion of their prison cells, they can either work out fresh schemes for selfaggrandisement or come to the conclusion that perjury is rather too expensive a luxury.

HONGKONG CRICKET CLUB LAWN TENNIS TOURNAMENT.

The following are the results, in the finals of

CHAMPIONSHIP.

H. Pinckney beat H. Humphreys, 6.0, 6.3, 6.2 "A" CLASS SINGLE HANDICAP.":

Capt. Langhorne, owe 15.3, heat H. Pinckney, owe 30, 4.6, 7.5, 2.6, 9.7, 6.4. "B" CLASS SINGLE HANDICAP.

A Humphreys, owe 15, beat R. M. Ezekiel, scratch, 6.0, 6.2, 6.1.

DOUBLE HANDICAR. Viscount Suirdale and Major Griffin, owe 15.3, beat W. King and W. Mayson, receive 2/6.15,

6.3, 6.4, 6.3. PROFESSIONNAL AND COMMERCIAL PAIRS. . T. Sercombe Smith and Dr. J. M. Atkinson beat H. Brayne and Wei-On 6.2, 8.6, 6.2.

VETERAN'S SINGLE HANDICAP. Major Griffin, owe 15.3, beat Dr. J. M. Atkinson, owe 15.3, 2.6, 6.0, 6.3, 6.0.

OLIVERS FREEHOLD MINES. LIMITED.

The following telegrams have been received from the agents by Messys. John D. Humphreys & Son, General Managers of Olivers Freehold

" During April 390 tons of stone were crushed for a yield of 118 ozs of retorted gold, mill ran 15 days. Mr. Roberts (consulting engineer) "Mr. C. Banks (agent) leave for the mine tomorrow."

" Mill stopped for boiler to be cleaned and repaired 12 days. Developments promise well The shute at the 200 ft. level south assays 23 dwts, per ton; the width of the vein is after this is perfectly new to us. This intermediate drift at 250 ft. North, 2 ft. 6 inches wide, assays 31 dwts, per ton. Cannot work the mill full time owing to stopes not yet ready. The whole of the upper levels above 150 ft, worked out. In structions have been given given to crush only high grade ore."

THE FUTURE OF THE PHILIPPINES.

AN AMERICAN SUGGESTION.

NEW YORK, April 6th. The Washington correspondent of the Herald telegraphs: State Department officials are watching with great interest the growing sentiment among the inhabitants of jamaica in favor of the annexation of the Leeward Islands to the United States. Thus far, the matter has not been brought to their attention in an official way, but it is not doubted that the American Consuls in these islands will, if the agitation continues, find it incumbent upon them to make special confidential reports on the subject. •

Officials of the department consider the subject rather a delicate one to discuss publicly but they have been reading with keen interest all that has been said in the Herald concerning the proposition for the exchange of the

Philippines for the Leeward Islands. While not conserting to be quoted on the subject; they do not hesitate to say that the United States would doubtless be glad to make the exchange if Great Britain would be willing to undertake negotiations. They do not consider, however, that the administration could properly initiate the matter at this time. petition from the people of the islands, formaly presented to the British Government, will, in their opinion, be the first legitimate move in the direction, of official negotiations. The general belief among public men here is that it is mainly a question as to whether Great Britain would be willing to relinquish sovereighty over the Leeward Islands in return for the Philippines. As far as the United States there would be entirely favorable to the trade.

On this point_former Senator Faulkner, a member of the recent Canadian Commission. said to-day that he doubted very much whecarried up to deuce, but Pinckney was always a ther Great Britain would care to run counter to the opinion which would undoubtedly developfrom other European countries against her acquirement of the eastern archipelago and the consequent prestige she would gain in the

"Of course, the United States would be more than willing to make the exchange," said Mr. Faulkner, "Wo do not want to keep, the Philippines. We would like the British West Indies. They would be of immense value to us, without the grave responsibilities that surround the holding of the Philippines. The Philippines, on the other hand, would be far more valuable to Great Britain than the Leeward Islands. They would give her an immense advantage from a military as well as a commercial standpoint over other, European nations in the Far East. Yet, Lidoubl.if she. could make the trade without running the risk of serious European complications, Creat

LEGAL INTELLIGENCE.

SUPREMECOURT

IN ORIGINAL JURISDICTION Refore the Hou. W. M. Goodman (Acting

Chief Justice.)

THE HON, GATCHICK PAUL CHATER, CIMICA Defendant.

WILLIAM RERFOOT HUGHES. Plaintiff.

This was a suit to recover \$24,506.22, the hearing of which was resumed this morning. Hon. H. E. Pollock (instructed by Mesars, Johnson, Stokes & Master) appeared for the Plaintiff, and Mr. J. J. Francis, Q.C., (instructed by Messrs. Deacon & Hastings) for the Defendants.

The jury empannelled were :-- Messrs: Charles Wedderburn Dickson, Paul Witkowski, Sydney Hancock, Augusto José Gomes, Henry Allan Ritchie, Alfred Herbert Rennic, Edward William Mitchell.

The Plaintiff's glaim is for: (1) The sum of \$24,506.22. being the balance due from the Defendant to the Plaintiff on the 30th day of June, 1896, upon various accounts refused to give any information. When he which have been recently stated and settled wanted the shares he could have had the between them. (2) Interest on the said sum of \$24,506,22 from the said 30th day of June, 1896, The case was adjourned till Monday at 10.30. until payment of judgment at the rate of \$7 per centum per annum calculated with half yearly rests. (3) Costs of suit.

At the resumption this morning, at 10.30, Defendant was again examined by Mr. Erancis, Li Chu said the umbrella did not belong to and items in Defendant's and Mr. Mody's Sanitary Board was held. The President (Dr. him, and it was proved that it was given to account books were gone into with reference Atkinson, Principal Civil Medical Officer)

have been examined by opposing Counsel. have examined and checked all the accounts. At the close of the day's buiness on 30th June, (Acting Registrar General), and Mr. Duggan 1897, I had 4,578 Kowloon shares, and from that date up to 28th December, 1891, I had more Kowloons than was ever due to Plaintiff.

Mr. Pollock cross-examined Defendant: -- I gave Plaintiff a share in the godowns at Wanchai without his paying me any money. the Director of Public Works, the Acting When I bought the godowns I gave him an Registrar General, and Mr. Edward. Osborne interest, one-third or one-fourth, whatever it | be appointed to make quarterly inspections of might have been, and I put Plaintiff in as | such of the Health Districts as they may select manager to work them on commission. When and to report the results of their inspections to the godowns were sold I gave Plaintiff a share The Board. The Committee was appointed. of the nett profits. I think Plaintiff bought- Agenda-Further correspondence concernsome property from me. - He only paid me ling the Colony's adhesion to the Venice. working accounts on the Kowloon godowns, . Sanitary Convention was read, in which it

were produced, and a letter from the bank arriving here have coolies on board, about saving that Plaintiff's account was overdrawn to the amount of over \$339,000 and that no more which applied. The Colonial Secretary of to documents was continued up till tiffin-time, England to adhere closely, as any infungement when an adjournment was made until 2.15.

After tiffin the cross-examination of Mr. Chater was resumed in the absence of Mr. Ritchie, one of the jurymen, the court deciding that the case could proceed without him. arrived a few minutes afterwards.

Questioned as to the differences existing between paragraphs to and 11 of the original and amended answer respectively, Mr. Chater of State had made it clear that the Board could replied that he left all these matters to his do so.

from Plaintiff. It would be im to be dealt with and so there would be no possible for anyone jobbing in shares to difficulty in exercising surveillance. make an advance without such an agreement. We might have sold out Plain? till's shares but have not done so. I tele- carried a large numbers of passengers. The graphed Plaintiff to sell half his shares president explained that under the Chinese but he only allowed me to sell 500. He also ordinance that an Emigrant ship was one that. wrote me a letter referring to the shares as a carried more than 20 passengers. The benefits hand of four kings and an acc. The bank of joining the convention would be Mutual would not have had the right to use the shares information from those ports that had joined, for their own purposes but could have sold them outright. . I did not represent on the face of the accounts that I had all along been hold. I. enough shares to satisfy his claim. Kowloon shares which I held on 31st. 1888_numbered 3,2823, and between the 31st October 1887 and the former date we bought and sold many shares. The document produced, an account, is in the handwriting of my clerk Mr. Graca. I deny that it was sent to Plaintiff about the beginning of 1890.

To His Lordship: -I supervised the making out of the first part of this account; which was: sent to Plaintiff on 15th March. He then. wanted another account made up to ligth. March, and this was sent to him. The presscopy produced is from the original account of 8, to and 12, Square Street, Nos. 2, 4 and 6, 15th March. This shows that the statement | Taipingshan Street, and Nos. 68, 70 and 72 I miade as to this account being sent is correct and that Plaintiff's statement that he has not

received it is false. Plaintiff's on the 28th February at 60. 1 had telegraphed to Mr. Jones Hughes that Phad sold 500 at 60 because it would have been to his advantage to sell. I do not suggest that Plaintiff's left on account of the Godowns business in a fraudulent manner to escape-

rendering accounts. Mr. Hormusjee Norowjee Mody was then called and sworn. I am a Bill and Bullion Broker. Have dealt in shares for 30, years, In 1887,1 carried on that business. Mr. Chater was my part. | ported unfavour ably concerning the matter, it ner. I remember an arrangement for financing Plaintiff is that year; it was first mention ed to me in June. I saw paper produced. The arrangement made for linancing Plain? tiff was before the date of this document (1rth June). I don't know how long before.

to finance you, that we will not hold the shares from fire and water. all right, I only want to keep my interest. I only want the rise in price."

To His Lordship.—Those were his words.

To Mr. Francis. On 30th June I arranged with Plaintiff about some Kowloon and Punjoin shares which he sold to me. 1 think 4.350 Punfoms and 735. Kowloons. He proposed that I should buy them. I did not force him. The prices ha if they were under the impression that it is were, I think, the proper market ones. I uctually produced in Cardiff and can be ask my clerk to note all sales. I did not keep obtained from no other port. This idea is, so the books. Mr. Chater and n clerk did. It was he points out a mistaken one and acts

hareement for him to deliven bowloon and luniom shares to mes He proposed to bu forwards on 30th June. The 2075 Kowlooms mentioned in the document produced are no part of the agreement, non are the 2,000. Pullions inchtioned in the Sother - Plaintiff. left the Colony, about the 3rd or 4th April. 1888. There were purchases and sales be ween us about that time (referring to ac count, 1 liquight 475 Punjoms at Sicion 3rd April, at., Plaintiff's suggestion because; wanted his debt to me reduced. "I also bough 540 Kowloons on same date for the same reason. These sales were on the same day. had known Plaintiff for some years before 1887 and had met him nearly every day. He was n sharebroker and before that a produce broker. On 3rd April 1888 be was in his usual state of health, as healthy as anyone else and capable of looking after his affairs. The signature and initials on the document produced are Plaintiff's I saw him sign it and he was capable of understanding what he was doing I asked him if he had examined the account and got him to initial it. When he was .. signing this we did no other business. Arr. Chater arranged about the £1,000, and I saw

him (Plaintiff) sign the memorandum. By Mr. Pollock. Treceived a letter addressed to myself and Mr. Chater asking the numbers of shares held for Plaintiff and

SANITARY BOARD.

This afternoon a inceting of the Hongkong Witness:-All the accounts now read out the Hon. R. D. Ormsby (Director of Public Works), Mr. E. Osborne, and Dr. Clark-(Medical Officer of Health), Mr. A. W. Brewing (Secretary). ORDERS OF THE DAY.

The Vice President, pursuant to notice,

That a Committee of the board consisting of

A lengtly discussion took place regarding was, pointed out that the Convention stiputransactions with shares, and many documents lates for emigration ships, Most of the vessels which there was nothing in the Conventionwould be advanced. Examination with regard | State pointed out how important it was for might be taken advantage of by other European nations, that were also parties to the Convention. Also that it was not the port from which the ship came but it was the state of the ship on arrival which was of most con-

Dr. Clarke moved that this colony should join the Venice convention as the Secretary

The President in seconding said that as coolie Witness.-- We were entitled to deal as we traffic was excluded and could be dealt with by: pleased with the 1970 Kowloon shares obtain- the Local Authority only a few ships would have.

> Mr. Osborn asked what is meant by an emigrant ship as some of the coasting steamers

Carried A report was submitted from the Sub-Committee on the prohibition of cattle sheds withthese shares for Plaintiff. We had in the boundary of Victoria. It was pointed out that there was only, one premises at present used ascattle sheds and as they were dwelling houses only rented and converted into sheds for the purpose it would not be any hardship for them to be removed within the prescribed seven months.

Dr. Clarke proposed adoption. Mr. Ormsby seconded

It was agreed that a vote of \$5,000 for public latrines be again inserted in the Estimates Applications from Mr. Ho Tung for exemption

from cleansing and lime washing Nos, 2, 4, 6, Stanley Street 75, 77, 79 Wellington 8, 10, 12, 14, 16, and 18 Cuchrane Street were read.

- As these houses are four storeyed and back To Mr. Pollock.-I sold 500 Punjoms of to back and have been inhabited for six months Mr. Osborne, proposed to refuse the application. Carried.: A report from Colonial Veterenary Sur-

geon of Ceylon on bile inoculation in Rinderpest, was submitted in which was advocated inoculation of bile into healthy animals as a preventative against the desease. As Ladds (Colonial Vertermary Surgeon) who was not able to attend the meeting had rewas decided to let it stand over until further information was obtained.

FIRE IN HOLLYWOOD ROAD.

Last night, shortly after it o'clock, the Chater first mentioned the matter to alarm of fire was received at the Fire Station. Plaintiff had not approached The Fire Brigade turned out immediately 'The' arrangement was finally made and found that No. 124, Hollywood Road, the in our office; it was a verbal one. Mr. bottom floor of which is used as a Chinese Chater, myself and Plaintiff were present cracker shop where the fire originated, was at the time. Mr. Chater told me that well ablazed. The building is a three istorey Plaintiff was in difficulty and wanted help one, the top floor being occupied by a Chinese told Mr. Chater I don't like to help that seamen's lodging house, some of the immates gentleman. Mr. Chater said. I will ask about tof which were injured before they could obtain his position; let us see. Two or three days egress from the burning building. Within a after Mr. Chater showed me some papers quarter of an hour of receiving the alarm five There were two, which are those produced. reels were playing on the fire this smart piece Mr. Chater told me he was satisfied and would of work is the more conspicuous as owing to like to help. I told him I should not like to like scarcity of water, the pipes are kept empty, as he (Plaintiff) would never sell his shares. during the day and night as they are cut off at. Chater insisted, and I reluctantly assented the meter house. The fire was, well got under a Plaintiff was in the room but at some distance, little before 12:30 when it was found that No. I said to Chater, on one condition, we will not free was completely gutted, only the walls and hold the shares, and he told me that was under la few rafters still standing. No. 122 was also stood. He said I had better see Plaintiff, all much damaged, while No. 126, which is went with Mr. Chatef to him and told separated by a small lane from Noc. 124 2 was him on one condition we were going badly scorched and sustained slight damage but use them when we like. He said that's the debris was still smoking at to this morning and it is leared that the rafters will

fall down as they have been very badly burnt.
The lodging house was insured for \$1,000.

CARDIFF COAL

A correspondent writes to the Times correct. ing some people who speak of Cardiff coal part of the agreement made with Plaintiff prejudicially, not only to the port of Newport, that I should sell him 2,000 Punjoms on times Mon. but also to the purchaser of Welsh coal He bought 1425 Punjoms through Chater and, who is often charged a higher price for this Vernon and some Rowloons for delivery at the coal, merely because it is shipped at Cardifford Britain is not the national philate a movement and of February The agreement to finance askholy the identical coal is shipped at New which would bring about such a result - Call. Plaintiff was inseed in June 7 There was no port in very large quantification of the large transfer of the

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That the officers constituting the Engineer Corps of the Navy be, and are hereby, transferred to the line of the Navy, and shall be commissioned accordingly. Sec. 2. That engineer officers holding the relative rank of captain, commander, and lieu tenant-commander shall take rank in the line of the Navy according to the dates at which they attained such relative rank. Engineer officers graduated from the Naval Academy from eighteen hundred and sixty-eight to eighteen hundred and seventy-six, both years inclusive, shall take rank, in the line next after officers in the line who-graduated from the Naval Academy in the same year with them Provided. That when the date of a line officer's commission as captain, commander, or lieutenant-commander and the date when the engineer officer attained the same, relative rank of captain, commander, or lieutenantcommander are the same, the engineer officer shall take rank after such line officer.

Sec. 3. That engineer officers who completed their Naval Academy course of four years from eighteen hundred and seventy-eight to eighteen hundred and eighty, both inclusive, shall take rank in the line as determined by the Academic Board under the Department's instructions of December first, eighteen hundred and ninetyseven; and engineer officers who completed their Naval Academy course of four years in eighteen hundred and eighty-one and eighteen hundred anti eighty-two shall take rank in the line as determined by the merit roll of graduating classes at the conclusion of the six years' course, June, eighteen hundred and eighty: three and eighteen hundred and eighty-four: Provided, That those engineer officers who were appointed from civil dife, and whose status is not fixed by section two of this Act, shall take rank with other line officers according to the dates of their first commissions. respectively: And Provided further, That the engineer officers who completed their Naval Academy course of four years in eighteen hundred and eighty-one and eighteen hundred and eighty-two shall retain among themselves the same relative standing as shown on the Navy Register at the date of the passage of this Act. Sec. 4. That engineer officers transferred to

the line who are below the rank of commander. and extending down to, but not including, the first engineer who entered the Naval Academy. as cadet midshipman, shall perform sea or shore duty, and such duty shall be such as is performed by engineers in the Navy: Provided. That any officer described in this section may, upon his own application, made within six months after the passage of this Act, be assigned to the general duties of the line, if he pass the examination now provided by law as preliminary to promotion to the grade he thenholds, failure to pass not to displace such officerfrom the list of officers for sea or shore duty such as is performed by engineers in the Navy. · Sec. 5. That engineer officers transferred to the line to perform engineer duty only who rank as, or above, commander, or who subse-

duty only. Sec. 6. That all engineer officers not provided for in sections four and five transferred to the line shall perform the duties now performed by line officers of the same grade: Provided. That after a period of two years subsequent to the passage of this Act they shall he required to pass the examinations now prothe grade they then hold, and subject to existing law governing examinations for promotion.

shall be composed of eighteen rear-admirals, seventy captains, one hundred and twelve commanders, one hundred and seventy lieutenantcommanders, three hundred lieutenants, and not more than a total of three hundred and fifty lieutenants (junior grade) and ensigns: Provided. That each rear-admiral embraced in receive the same pay and allowance as are now allowed a brigadier-general in the Army. Officers, after performing three years! service | pay of any officer now on the retired list of the in the grade of ensign, shall, after passing the Navy. examinations now required by law, be eligible to promotion to the grade of lieutenant (junior grade): Provided, That when the office of chief of bureau is filled by an officer below the rank of rear-admiral, said officer shall, while holding receive the same pay and allowance as are now allowed a brigadier-general in the Army: And this section shall be construed to prevent the or relative rank of commodore with the rank command in the line or in other staff corps. civil engineers in the Navy on the active list | from the naval sevice. under section fourteen hundred and thirteen of number, twenty-one.

of captain, commander, and lieutenant-com- machinists shall receive_at first an acting mander may, by official application to the appointment, which may be made permanent Secretary of the Navy, have their names placed | under regulations established by the Navy | on a list which shall be known as the list of Department for other warrant officers. They "Applicants for voluntary retirement," and | shall take rank with other warrant officers when at the end of any fiscal year the average | according to date of appointment and shall vacancies for the fiscal years subsequent to the | wear such uniform as may be prescribed by the passage of this Act above the grade of com- Navy Department. mander have been less than thirteen, above the grade of lieutenant-commander less than twenty, above the grade of lieutenant less than I four years: Provided, That section fifteen twenty-nine, and above the grade of lieutenant | hundred and seventy-three, Revised Statutes, (junior grade) less than forty, the President | becamended to read : " If any enlisted man or may, in the order of the rank of the applicants, apprentice, being honorably discharged, shall place a sufficient number on the retired list breenlist for four years within four months with the rank and three-fourths the sea pay of thereafter, he shall, on presenting his honorthe next higher-grade, as now existing, includ- able discharge or on accounting in a satisfacing the grade of commodore, to cause the afore- tory manner for its loss, be entitled to pay said vacancies for the fiscal year then being during the said four months, equal to that to

of any fiscal year, that the retirements pursuant | man who has received an honorable discharge to the provisions of law now in force, the from his last term of enlistment, or who has and casualties are not sufficient to cause the upon the expiration of his last term of service average vacancies enumerated in section eight of not less than three years, who reenlists for a of this Act, the Secretary of the Navy shall, on term of four years within four months from the properties, and £29,496 10s. 9d. for the Comor about the first day of June, convene a board | date of his discharge, shall receive an increase | pany's insurance fund, there remains at the posal the service and medical records on file in the pay prescribed for the rating in which he the Navy Department of all the officers in the serves for each consecutive reenlistment." mander, and lieutenant. The board shall then pointed petty officer has served as such thirty select, as soon as practicable, after the first day I years in the United States Navy, either as an of July, a sufficient number of officers from enlisted mili or petty officer, or both, he shall, the before-mentioned grades, as constituted by making application to the President, be on the thirtieth day of June of that year, | placed on the retired list hereby, created, with laying in view solely the special fitness of That it said enlisted man or appointed polly at the end of the war.

officers and the efficiency of the haval service, I officer had active service in the Navy or in the perform the duties imposed upon him by this Army or Marine Corps, either us volunteer or Act. Its finding, which shall oe in writing, regular, during the civil or Spanish American signed by all the members, not less than four war, such war service shall be computed as governing, shall be transmitted to the President, double time his computing the thirty years who shall thereunpon, by order, make the necessary to entitle him to be refired And transfers of such officers to the retired list as provided further, That applicants for retireare selected by the board: Provided, That not I ment under this section shall, unless physically more than five capmins, four commanders, four lieutenant-commanders, and two lieutenants are so retired in any one year. The promotions to fill the vacancies thus created shall date from the thirtieth day of June of the current year And provided further. That any officer retired under the provisions of this section shall be retired with the rank and three-fourths the sea pay of the next higher grade, including the grade of commodore, which is retained on the

retired list for this purpose. Sec. 40. That of the naval constructors five shall have the rank of captain, five of commander and all others that of lieutement-commander or lieutenant. Assistant naval constructors shall have the rank of lieutenant or lieutenant (junior grade). Assistant naval constructors shall be promoted to the grade of naval constructor after not less than eight or more than fourteen year's service as assistant naval constructor; Provided, That the whole-number of naval constructors and assistant naval constructors on the active list shall not exceed forty in | herein provided for shall be filled by the Pre-

Sec. 14. That any officer of the Navy, with a creditable record, who served during the civil war, shall, when retired, be retired with the

higher grade. ters, and sailmakers shall after ten years from date of warrant be commissioned chief boat or, fourth, from civil life: Provided, That after swains, chief gunners, chief carpenters, chief sailmakers, to rank with but after ensign; Provided, That the chief boatswains, chief gunners, chief carpenters, and chief sailmakers shall on promotion have the same pay and allowances as are now allowed a second lieutenant in the Marine Corps: Provided, That the pay of boatswains, gunners, carpenters and sailmakers shall be the same as that now allowed by law: Provided, further That nothing in this Act shall give additional rights to quarters on board ship or to command, and that immediately after the passage of this Act boatswains, gunners, carpenters and sailmakers, who have served in the Navy as such for fifteen years, shall be commissioned in accordance with the provisions of this section, and thereafter no warrant officer shall be promoted until he shall have passed an examination before a board of chief boatswains, chief carpenters and chief sailmakers, in accordance with regulations. prescribed by the Secretary of the Navy.

hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and | teen second lieutenants to be appointed subse-Pay Corps shall receive the same pay allowances, except forage, as are or may be provided by or in pursuauce of law for the officers of corresponding rank in the Army: Provided, That such officers when on shore shall receive the allowances, but lifteen per centum less pay than when on sea duty; but this provision shall not apply to warrant officers commissioned under section twelve of this Act: Previded jurther, That when naval officers are detailed for shore duty beyond seas they shall receive the same pay and allowances as are or may be quently attain such rank, shall perform shore | provided by or in pursuance of law for officers of the Army detailed for duty in similar places: Provided further, That naval chaplains, who do not possess relative rank, shall have the rank of lieutenant in the Navy; and that all officers, including warrant officers, who have been or may be appointed to the Navy from civil life shall, on the date of appointment, be credited," for computing their pay, with five years' service. vided by law as preliminary to promotion to And all provissions of law authorizing the ment, and then, by selection from the line distribution among captors of the whole or any portion of the proceeds of vessels, or any pro-Sec. 7. That the active list of the line of the | perty hereafter captured, condemed as prize, or Navy, as constituted by section one of this Act. | providing for the payment of bounty for the staff of the Marine Corps shall be filled first by sinking or destruction of vessels of the enemy | promotion according to seniority of the officers hereafter occurring in time of war, are hereby | in their respective departments, and then by repealed: And provided further. That no selection from officers of the line on the active provison of this Act shall operate to reduce the list, as hereinbefore provided for. present pay of any commissioned officer now in the Navy; and in any case in which the pay of such an officer would otherwise be reduced the nine lower numbers of that grade shall he shall continue to receive pay according to existing law: And provided further, That nothing in this operate to increase or reduce the and whose pay shall be thirty-five dollars per

the Secretary of the Navy shall appoint a board | and four thousand nine hundred and sixty-two for the examination of men for the position of | privates. warrant machinists, one hundred of whom are hereby authorized. The said examination shall said office, have the rank of rear-admiral and be open, first, to all machinists by trade, of good record in the naval service, and if sufficient | one second leader, whose pay shall be seventynumber of machinists from the Navy are not | five dollars per month, and who shall have the provided further, That nothing contained in found duly qualified, then any machinist of allowances of a sergeant major; thirty first good character, not above thirty years of age, retirement of officers who now have the rank in civil life shall be eligible for such examination and appointment to fill the remaing musicians whose pay shall be fifty dollars, per and pay of that grade : And provided further, vacancies. All subsequent vacancies in the list That all sections of the Revised Statutes which, of warrant machinists shall be filled by comin defining the rank of officers or positions in petitive examination before a board ordered by the Navy, contain the words "the relative rank | the Secretary of the Navy, and open to all of" are hereby amended so as to read "the machinists by trade who are in the Navy, and rank of," but officers whose rank is so defined | machinists of good character, not above thirty. shall not be entitled, in virtue of their rank to | years of age, in civil life authorized by the Secretary of the Navy to appear before said Neither shall this Act be construed as changed board, where candidates from civil life and ing the titles of officers in the staff corps of the | from the naval service possess equal qualifica-Navy. No appointments shall be made of tions, the preference shall be given to those

Sec. 15. That the pay of warrant machinists the Revised Statutes in excess of the present, shall be the same as that of warrant officers, and they shall be retired under the provisions Sec. 8. That officers of the line in the grades of existing law for warrant officers. Warrant

SEC. 16. That hereafter the term of enlistment-of all enlisted anen of the Navy shall be which he would have been entitled if he had Sec. 9. That should it be found at the end, been employed in actual service; and that any voluntary retirements provided for in this Act, | received a recommendation for reenlistment of five rear-admirals, and shall place at its dis- of one dollar and thirty-six cents per month to

grades of captain, commander, lieutenant.com. | Sec. 17. That when an enlisted man or apto cause the average vacancies enumerated the rank held by him at the date of retirement; in section eight of this Act. Each mem and he shall thereafter receive seventy-five per in the spring and summer sensons was seriously ber of said board shall siyear, or allim, centum of the pay and allowances of the tank diminished owing to the Spanish-American that he will, without prejudice or partiality; and or rating upon which he was retired a Provided, I trouble . There was a quick recovery, however,

disqualified for service, be at least fifty years

Sec. 18. That from and after the date of the approval of this Act the active list of the line. officers of the United States Marine Coms shall consist of the bridghdier-general commandant, five colonels, five lieutenant colonels, ten majors, sixty captains, sixty first lieutenants and sixty second lieutenants: Provided. That vacancies in all grades in the line ex-created by this section shall be filled as far as possible by promotion by seniority from the line officers on the active list of said Corps And provided further, That the commissions of officers now in the Marine Corps shall not be vacated by this act: And provided further, That vacancies in the grade of brigadier-general shall be filled by selection from officers on the active list of the Marine Corps not below the grade of field office.

Sec. 19. That the vacancies existing in said Corps after the promotions and appointments sident from time to time, whenever the actual needs of the naval service require it, first, from the graduates of the Naval Academy in the manner now provided by law; or second, from rank and three-fourths the sea pay of the next those who are serving or who have served as second lieutenants in the Marine Corps during Sec. 12. That boatswains, gumners, carpen- the war-with Spain; or, third, from meritorious noncommissioned officers of the Marine Corps; said vacancies are once filled there shall no further appointments from civil life.

Sec. 20. That no person except such officers or former graduates of the Naval Academy as have served in the war with Spain, as hereinbefore provided for, shall be appointed a commissioned officer in the Marine Corps who is under twenty or over thirty years of age; and that no person shall be appointed a commissioned officer in said corps until he shall have passed such examination as may be presecribed by the President of the United States, except graduates of the Naval Academy, as above provided. That the officers of the Marine Corps above the grade of captain, except brigadierlegeneral, shall, before being promoted, be subject to such physical, mental and moral examination as is now, or may hereafter be, prescribed by law for other officers of the Marine Corps.

Sec. 21: That upon the passage of this Act. not more than forty five of the captains, fortyfive first lieutenants and forty-five second lieu-Sec. 13. That, after June thirtieth, eighteen | tenants herein provided for shall be appointed; fifteen captains lifteen first lieutenants and lifquently to January first, nineteen hundred.

Sec. 22. That the staff of the Marine Corps shall consist of one adjutant and inspector, one -quartermaster-and-one-paymaster,-each-with. the rank of colonel; one assistant adjutant and inspector, two assistant quartermasters and one assistant paymaster, each with the rank of major; and three assistant quartermasters with the rank of captain. That the vacancies created by this Act in the departments of the adjutant and inspector and paymaster shall be filled first by promotion according to seniority of the officers in each of these departments respective. ly, and then by selection from the line officers on the active list of the Marine Corps not below the grade of captain, and who shall have seen not less than ten years' service in the Marine Corps. That the vacanties created by this Act in the quartermaster's department of said corps shall be tilled, first by promotion according to seniority of the officers in this departofficers on the active list of said corps not below the grade of first lieutenant: Provided, That all vacancies bereafter occurring in the

Sec. 23. That the enlisted force of the Marine Corps shall consist of five sergeant majors, one drum major, twenty quartermaster sergeants, seventy-two gunnery sergeants with the rank and allowance of the first sergeant, month; sixty first sergeants; two hundred and forty sergeants; four hundred and cichty cor-Sec. 14. That upon the passage of this Act | porals; eighty drummers; eighty trumpeters;

Sec. 24. That the band of the United States Marine Corps shall consist of one leader, with the pay and allowances of a first lieutenant; class musicians, whose pay shall be sixty dollars per month; and thirty second class month and the allowances of a sergeant; such musicians of the band to have no increased pay for length of service.

Sec. 25. That the oath of allegiance now provided for the officers and men of the Army and Marine Corps shall be administered hereafter to the officers and men of the Navy. Sec. 26. That all acts and parts of acts, so far as they conflict with the provisions of this Act, are hereby repealed.

Approved, March 3, 1899.

THE P. AND O. CO.'S NEW DEBENTURE ISSUE.

The P. and O. Company are applying to Parliament for power to issue another £1,000, ooo debentures, or more probably debenture stock, as there is £800,000 of $3\frac{1}{2}$ per cent debenture stock already issued, which is quoted at 117 on the London Stock Exchange. The present capital consists of \$\langle 1,160,000 preferred stock, (quoted at 145), £1,160,000 deferred stock (quoted at-2371), and the above debenture stock, making together £3,120,000, and there is a reserve fund of £750,000, and a repair and renewal account of £250,000. The capital represents only £ to 25, 7d. per ton of shipping

THE CUNARD S. S. COMPANY.

The directors of the Cunard Company in their report for 1898 announce that the profits for the year, including £1,691 5s. 8d. brought forward from 1897, are £261,691 128., and after debiting income tax, and reserving £172,169 3s. 1d. for depreciation of ships and wharf out of which the directors recommend the payment of £56,000 as dividend, being at the rate of 31 per cent, per annum, free of income tax, on the paid-up capital, carrying forward the balance £1,663 16s. 2d. to the credit of profit and loss account, 1899. The balance at the from £212,000 to £235,000.

The passenger traffic to and from America

AMED CAN MAIL

MCKINLEY'S TRIP TO THE PACIFIC COAST. WASHINGTON, April 4th.

The President to-night decided upon the route of his intended trip to the Pacific .Coast in the coming summer. He will leave Washington about July 10th and go first to the northern peninsula of Michigan, where he will inspect the recent marvellous developments in the copper region. From there the party will go to Duluth and over the Northern Pacific to the mining region of Montana. Nearly ten days will be spent in Yellowstone Park. The Puget Sound country will be reached about August 12th. After visits to Tacoma, Scattle and Portland a jump will be taken to San Francisco, thence to Los Angeles and other points of interest in Southern California and home over the southern route by

way of New Orleans and Atlanta. There will be about ten in the party, which will travel in special cars. My informant refused to give the personnel of the party. He insisted the trip would be made solely for pleasure and would have no political significance

whatever. THE NIECE OF THE VANDERBILTS LED TO THE ALTAR BY A

> LAWYER. NEW YORK: April 5th.

With all the elaborate ceremony that characterizes church weddings, Miss Emily tion of the tax. Vander-Hilt Sloane, daughter of Mr. and Mrs. William Douglas Sloane, was married to John H. Hammond to-day at noon in St. Bartholoanew's Church. Notwithstanding the expressed desire of the bride and her family for a quiet wedding, the avenue for a block in either direction from the church held an immense throng, which threatened at times to prevent the arrival of the guests' carriages. In order to relieve the crush the police drove the crowd back to the block above the church and to the block below, thus leaving the street clear in front of the entrance.

At 11 a.m. the guests began to arrive, and just before the approach of the bridal party the church was crowded and guests stood in the aisles. The four front pews on either side of the centre were reserved for the members of the bride's and bridegroom's families. For a reason that no one attempted to give, the arch of smilax and the huge wedding bell, in which the couple were to stand, was not in place at 11,50 o'clock. The arch was hastily put up and the bell adjusted to one side to balance it.

Already the wedding music from "Lohengrin' was beard, when one of the attendants ordered the workmen to take down both arch and bell This was done just a few seconds before the bride, her father and her attendants entered. They knew nothing of what had happened The bridegroom and his brother, Ogden Hammond, were waiting at the altan. The maid of honor was Miss Lila Vanderbilt Sloane, a sister of the bride.

The interior of flie church was adorned with roses, lilies and garlands of orange leaves and smilas, while palms and azaleas added beauty. The dark marble pillars were hidden by ropes of ever greens, bound with lilies, and upon the capital of each column, was a great bunch of white Easter flowers. At the chancel rail there was a solid bank of azaleas and lilies in shades of nink and white. The lectern, pulpit and choir stalls were wound with ropes of laurel and lilies, while beyond was a bank of lilies and palms. Two great palms, thirty feet high, flanked the altar and jars of roses varied the loose Easter flowers upon the altar.

More than 300 guests followed the newly wedded couple to the home of the bride's parents for the reception and the breakfast. "Soon after 2 o'clock Mr. and Mrs. Hammond were driven to the Grand Central station, whence a special car took them to Lenox, where they will spend the honeymoon.

Miss Sloane entered the church promptly at noon, and, escorted by her father, walked up the centre aisle to the altar. She was attended by her sister, Miss Lila Vanderbilt-Sloane, followed by Mlss Ruth Twombley and Miss: Gladys Vanderbilt, the little cousin of the bride; Miss Knowlton, Miss Edith Hall, Miss Charlotte Barnes and the bridegroom's sister, Miss Margaret Hammond. All were dressed in pink and carried bouquets of bridesmaid's and Dewey roses. The gown was of white satin, embroidered with silver and point lace. The maid of honor, Miss Lila Solane, was also dressed entirely in white. The bride carried a? bouquet of lilies of the valley and wore a coronet of orange blossoms. She wore no jewel adornments. At the altar Miss Sloane was met by the groom and his best man, brother, Ogden

Hammond. Following the ceremony at the church a wedding breakfast was served at the Sloane residence. The guests numbered about 200, mostly members of the Vanderbilt and Hammond families and intimate personal friends. The tables were gorgeously decorated after designs suggested by the bride

The house was also beautifully decorated for the reception, which was held on the arrival of Mr. and Mrs. Hammond from the church. The newly-married pair will spend the honeymoon at Lenox. The bride was the recipient of many handsome and costly presents. The most valuable of her gifts is a necklace and tiara of diamonds presented by her parents. From Mr. and Mrs. Cornelius Vanderbilt she received a ruby and diamond pendant; from Mr. and Mrs. Frederick Vanderbilt a rich cluster of diamonds, pearls and turquoises, to be worn as a corsage ornament; from W. K. Vanderbilt a diamond coinb, and from Mr. and Mrs. James A. Burden Ir. a beautiful silver table service.

The groom is a lawyer by profession. His father, General John H. Hammond, was chief of General Sherman's staff during the War of the Rebellion and commanded a division under General Thomas.

JAPAN WOULD LIKE A SHARE. · VANCOUNER (B. C.), April 5th. Oriental advices brought by the steamship Empress of Japan indicate that Japan has

watched with jealous eye Italy's recent attempt to get possession of San Mun. Marquis Ito has been in direct communication with Li Hung Chang and has advised various reforms. He says the partition of China will be inevitof action.

are saying their Government must abandon the hold-aloof policy hitherto adopted and demand some substantial grant of land from China, probably a port in Fokien. Count Okuma, ex-Premier, advises the Go-

vernment to so conduct itself as to induce China | ing with the freedom of the Indians. Japan for the maintenance of independence. The first measure to be adopted for that credit of profit and loss account £57,663 16s. 2d., purpose is to drill several hundred Chinese Jiope of preventing a partition.

ments for Japan's exclusive use, to be opened at Foochow, Amoy Inkaw (Newchwang). Shanghai and Chungking, in addition to the Tientsin and Hankow settlements, which have been conceded already. It is stated that the Chinese Government has decided to entertain the demands, with the exception of Shanghai

and Chun, king. The Japanese Government is dispatching several Judges and public procurators abroad visit American and England.

Bangkok (Siam) reports say that a inurderous. conclave, the Cantonese secret society, is again at work, and those who do not obey the laws of its leaders are arrested, punished by mutilationand loss of members and even assassination The authorities are powerless in the face of this formidable confederation, which pursues the even tenor of its way as, if it were the only Government in Slam.

The agreement by which Japan joins the international copyright union will shortly be promulgated.

During the recent terrific whirlwind on the coast of North Queensland about 150 Japanese engaged in the pearl fisheries were drowned. About 200 Japanese prisoners in Niigata Prison have been (insultaneously taken ill. They are supposed to have been poisoned.

A report has reached the Japanese Government that Canada intended to impose a duty of 12 cents a pound on Japanese tea. Tea dealers take the report very seriously, and they are asking that regotiations be entered upon with the Canadian Government against the imposi-

BRITON'S WARM PRAISE FOR CAMERICAN SOLDIERS.

 Vancouver (B.C.), April 5th. Dr. Winters was a passenger on the steamship Empress of Japan, which arrived to-day. He said ---

"I was in Manila during the tire, and if I

should talk for a month it would be all in praise of the American soldier as a man and as a fighter. When men's blood is hot during war times it is the highest standard of heroism to remain calm and on the defensive under awful provocation to kill when black-hearted rebels are burning down a beautiful city and attempting murder with rifles from the buildings. This is what the American heroes did.' Every soldier was a hero that day. People do not seem to realize that Uncle Sam's army in the Philippines is held in the leash. They could end the rebellion in a few days at any time. They could surround the rebels and slaughter them, but the blan, as it is understood by every foreigner in Manila now is to overawe Aguinaldo; let the rebels see the hopelessness of their struggle, and thus, by delaying as long as possible sacrifice fewer lives. Before the wet season, however, if the rebels do not surrender, they will be crushed. A large proportion of the Filipinos are now with the United States; and it is Montenegro, not Aguinaldo, who is keeping up the hopeless struggle.

" Manila is in splendid shape, the revenues now paying the expenses of the Provisional Government. I wish to say that I do not agree with many that bad food has been supplied the Army. I inspected large stores as a medical man and found the abundance and quality better than we got at the hotels in Manila.

" Myself and wife were in India seeing what we could do for the plague-stricken people The telegrams from there do not convey in the least the awful ravages of the plague, which is all owing to filth. The miserable people are sleeping in the dirt, in clothes covered with vermin and are eating unhealthy food."

PAYING MILLIONS TO SPAIN. WASHINGTON, April 14th. The Cabinet to-day discussed the method of paying flic \$20,000,000 due to Spain under the treaty, and it was decided to pay the aniquint by a draft on New York, to be delivered to any one whom the Spanish Government authorizes to receive it. No designation.

however, has yet been made. ATTEMPT TO WRECK A TRAIN.

LONDON, April 11th. An attempt has been made to wreck the Irish express bound from Paddington railroad station here to Milford, where the passengers embark on board the mail boat for Waterford. A large boulder was placed on the track, but the engine luckily swept the obstruction away. The passengers were shaken, but the engine was only slightly damaged.: There were a number of Americans on board the train, on-their way to catch the steamer at Queenstown.

AN UNUSUAL CARGO,

The manifest of the steamship Tarlar, from Hongkong via Victofia, was the subject of considerable comment about the Custom-house yesterday. The Turtar is ordinarily employed between Hongkong and Victoria as a feeder for the Canadian Pacific Railroad. For the vessel to come to this port is unusual. Her arrival here on this occasion was due to the fact of her having an unusually large cargo consigned to San Francisco. Her cargo in this regard included 35,000 packages of rice and some 8,000 or 9,000 packages of miscellaneous

inerchandise. The bringing of this cargo to San Francisco by the steamer Tartar represents a loss of so much carrying business to steamer lines regu--larly-running between-this port-and-the Orient. Through freight from Hongkong to San Francisco has heretofore been shipped by vessels of the Pacific Mail Steamship Company. In case of freight shipped by the Tartar and other vessels running to Victoria, the journey to San, Francisco has been completed by shipment on vessels of the Pacific Coast Steamship Company. The arrival of the Tartar at this port is regarded as indicating the existence of strong competition between the Canadian steamshi line and the Pacific Mail for the business of transporting freight from the Orient to this port. The cargo by the Tartar has also excit ed much comment because of its size.

DUTY AND DESTINY.

Governor Roosevelt in his speech to th Hamilton Club of Chicago, put the duty of the American people toward the Philippines in a clear light when he said: "We have driven Spanish tyranny from the islands. If we now let it be replaced by a savage anarchy our work able should China persist in her present course has been for harm and not for good." There is quite enough suggestiveness in this terse and In view of the San Mun affair the Japanese | wholesome text to answer the logical needs of the expansionist without going further into Governor Roosevelt's argument and quoting his plea that all the cant-about "liberty" and the consent of the governed" condemns the men who made this Republic what it is for interfer-

to rely solely upon the "gallant" assistance of: The Spanish war was begun, so far as official certification goes, for the good of humanity. | Scott's Emulsion of Pure Cod Liver Oil with We may sneer at that reason as we please, but the world will have better cause to sneer at us, all wasting disorders of childrens is work soldiers by Japanese officers; secondly, to if we disregard it by leaving anarchy where remarkable in its results. The rapidity with encourage the dispatch of Chinese students to we went to make peace. By an act of war the which children gain flesh and strength upon It Japan for study. If the situation should United States relieved the Philippines of their is very wonderful, Read the following compel Japan to take a final step it will be rightful government, and is in duty bound to have tried 'Scott's Emulsion' in case of wasting absolutely necessary for her to hold Amoy and establish one in its place. It is impossible to in young children and I am of opinion that it the railway between that place and Hankow. vest the natives with such a responsibility ba- is a valuable preparation for such cases. The credit of the insurance fund has been increased. This phase can only enter into Japan's calcula- cause they are divided by innumerable children take it and ask for more, and the good. tions when the maintenance of China's feuds. The Tagal hates the Negrote: the effects are apparent. I consider it far superiors integrity is entirely despaired of and there is no Viculs the Visayas, and the Sulu to ordinary Cod Liver Oll MARSHALL archinelago hate each other, and no one party M.R.C.S., &c., 143, Grange Road, Bermondsey. in the meantime Mr. Yano, the Japa is strong poough to subdue the rest. Left to SELAny Chemist can expely it Sole Agends nese Minister at Poking has applied to their own devices they will turn the Philippines for Hongkong and the Empire of Chinacthe Chinese Government for five new settle. Into cuche hell as America was when the lat. Walking & Co. Hongkong. Advisory

dians dominated it and as the island of For mosa would be but for the presence of the Japanese treops. We should witness an inter-mittent but deadly civil war and in the end would probably be requested by European powers to enter the archipeland once more and

stop the bloodshed we had indirectly caused. The truth is as Governor Roosevelt states it We cannot, without self-stultification, abandon the Philippines now. They are in our care, to study foreign judicial systems. They will unable to care for themselves. Upon us devolves the work of establishing order and justice, peace and industry. If we shun that white man's burden we connive at barbarism and reaction and ridicule our own assertions of humanicy. Our duty, rising plainly above all the sophistry of those who would have kept the Union to its thirteen original states rather than to do the strenuous work of civilization in wild places, is to stay where destiny has, put us and acquit ourselves like men.

NOTANDA

CALENDAR.

Meleorological means based on ten years" observations to 1893. Humidity......84.0

TO-DAY. WEATHER REPORT. On date at On date at Barometer......30.06 30.00 Thermometer 78 Rainfall

Kavang-sii.

Thursday, 11th May, 1899, 3

Chinese-2nd of 4th moon of 25th year of

Sels 5hr. 55min. High water-Morning ghr. 7min: Afternoon zkr. 28min. Low water-Morning 2hr. 46min. Afternoon 4hr. 26min.

ANNIVERSARIES. 1843-Wang-An-tung and Hienling visited

1864-Armed attack on the offices of Messrs. Holiday, Wise & Co. 1866 - "Black Friday"; extensive Bank failures

etc. in England. 1878 -- Attempted assassination of the German Emperor. 1880 "The Duke of Genoa arrived in Hong-

1889 -Death of Father Dainten. 1891-Attempted assassination of the Czarewitch in Japan.

Monmouthshire near the Tungsha lightship. 1897 -The Powers proposed mediation between

1894 -- Collision between the Milke Maru and

Turkey and Greece. TO-MORROW. Friday, 12th May, 1899. Chinese-grat of 4th moon of 25th year of Kwang-sil. -Sun-Rises 6hr. 6min. Sels 5/ur. 55min.

Afternoonnone Low water - Morning 3hr. 13min. Afternoon 5hr. 7min. ANNIVERSARIES. (So) - Passage of the Douro under Wellington? 1831.—The East India Co.'s garden at Canton

High water-Norning ohr. 36min.

destroyed by the Mandarins. 1832 -Foo-yuen and Hoppo forcibly entered the East India Co.'s factory at Canton. 1884 -- Signing of the Li-Fournier Convention. 1896 -- Protestant Mission at Kiang-yin destroyed and looted.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Indian (Suisang) 15th insta American (City of Rio de Juneiro) 20th insta American (Coptic) 25th inst. Canadian (Empress of China) 30th inst. American (America Maru) 3rd prox.

THE Canadian Pacific Railway Co.'s steamer Empress of China left Vancouver for Hongkong via usual ports of call on the morning of

WE are informed that the McGregor Brosa & Gow, that the "Glen" Line steamer Glenlocky left Singapore for this port yesterday, the 10th; and is due here on the 16th instant.

THE P. M. S. S. Co.'s steamer, later, with mails, etc., which left hence April 4th for San Francisco, via Moji, Kobe and Yokohama, arrived at her destination on the 6th instant.

THE Agents (Messrs, Dodwell & Co.) inform us that the steamer Birchtor, from New York. arrived at Singapore yesterday, the toth, and will sail for Hongkong, Shanghai and Japan to-morrow, the 12th instant.

THE P. M. S. S. Co.'s steamer City of Rio do. Janeiro, with mails, etc., from San Francisco to the 20th ulto, via Honolulu, has arrived at Yokohama, and will leave for this port via Inland Sea, Kobe, Nagasaki and Shanghai, to-morrow morning, the 12th instant.

HONGKONG AND WHAMPOA DOCK RETURNS Isla de Cuba..... at Kowloon Dock. Isla de Luzon Hongkong Maru..... Hyson and and H.M.S. DaphneU.S.S. Rennington ... D. Juan d'Austria Cosmopolitan

Gerard C. Tobey

Krueiyang

PASSED THE CANAL.

-Outward-14th April-Indrapura, Wintuck, Laos, Bamberg, Idomeneus, Palatinia, 18th April - Glenlochy, Habioht, - Kenmore. 1.21st April-Japan, Boynton, Tonkin. 25th April-Ambria, Bogstad. 27th April - Courte 3 28th April-Priam, Eastern. and May-Beneloe. Dorothea Rickwers, Aggi, Nubia, John Adam: son. 5th May-Tantalus. 9th May-Glenevie. Sarnia, Mogul, Tamarind.

Homeward-9th May-Sachsen

Hypophosphites, for Rickets, Marasmus and



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STEAMERS. •	DESTINATIONS.	SAILING DATES:
SAGAMI MARU S	VLADIVOSTOČK, VIA SHANGHAL.	YO MORROW, 11th May, at Noon
MIRE MARU Angelesion)	ROBE and YOKOHAMA	CATURDAY, 1300 May at a 1200 Ann ann a
WASHINGTON MADE	BONDAY, VIA SINGAPOICE and	Noon.
KAWACHI MARU	MARSEILLES, LONDON, and ANTWERP, VIV. SINGAPORE,	
Parmia and Madell	PENANG, COLOMBO & PORT SAID. CNAGASAKI, KOBE and YOKO-) THURSDAY, 25th May, ac
	THURSDAY ISLAND, TOWNS: VILLE, BRISBANE, SYDNEY	
F W. Haswell 75.55	I THE STATE DESIGNATION OF	1
*IDZUMI MARU M. I. Curnow	CSEATTLE, WASH. U.S.A., VIA CKOBE VOROHAMA & VICTORIA.B.C	A PoMe.

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Hongkong, (1th May, 1895).

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From whatever datise arising. It is a real specific for Gout and Rheshnath pains, It is a rear specific for court and schedularly pairs, it removes the cause from the Blood and Bones.

As this Micture is pleasant to the trate, and was ranted free from anything injurious to the most declicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test his value.

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CAUTION:—Purchasers of Clarke's Blood Misture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug." Company, Lincoln, England," are engraved on the Govern-ment Stamp, and Clarke's World-famed Blood Mistore," blown in the battle; WITHOUT WHICH NONE ARE

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IS THE MOST COMPLETE IN THE WORLD lt kan moderling trook lithetratique, about 40.000 quotations of priess, weight, he nounds, and contains over so pages liverenting you wear

contains over an panes livered in you wear or use is livered hit. and the prices quoted place you in a position to buy from us. In large or sould have in a position to buy from us. In large or sould have it in a position to buy from the field of the form of the form of the field of the form. In the field of the fiel

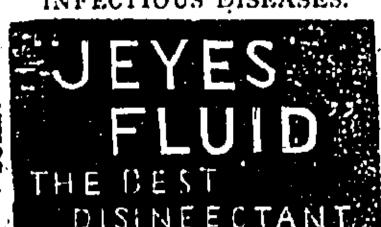
Montgomery Ward & Co., 111 to 120 Michigan Ave., Chicago, U. S. A.

CARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS. With the Utmost Success. -

Thoroughly reliable preservative for Wood and Stone against White Auts, Decay, Fungus Rot and Dampness. 10

Sole Agents for China, LÜTGENS, EINSTMANN & Co. Hongkong, 11th September, 1896.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

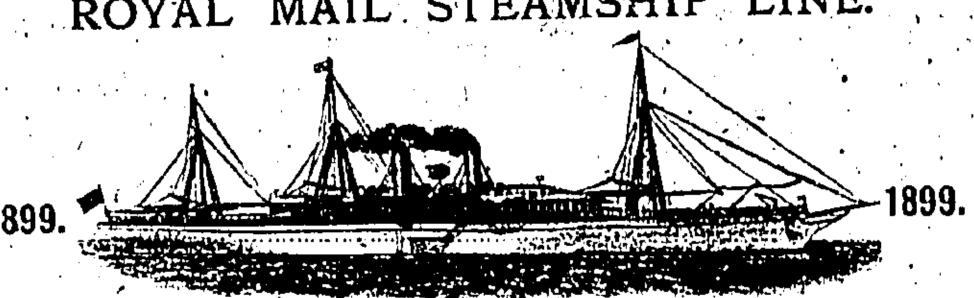


AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 9th March, 1897,

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA.

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH, AND LONDON.

Climough Bills of Lading issued for BATAVIA.

PERSIAN GULF, CONTINENTAL and

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her

Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 13th

instant, at Noon, taking Passengers and Cargo

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement, will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

Parcels will be received at this Office until 4

Shippers are particularly requested to note

AND YOKOHAMA.

PROPOSED SAILINGS FROM

HONGKONG.

Tucomity ... 2,8th A. Dixon May 13.

Glenogle ... 3,750 J. Mc Gillivray ... May 30:

Victoria ...: 3,502, J. Panton July 4.

FOR PORTLAND, FOREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGA-

Lenner 3,677 Williamson June 3

Monmouthshire | 2,874 : W.A. Evans | July 22.

HONGRONG TO LONDON \$47.

Excellent accommodation. First-class Ta-

HONGKONG TO NEW YORK LAD

The Railroad travelling is second to none on

HONGKONG TO TACOMA £28.

Special rates allowed to-members-of-Govern-

Coast Points, and to Canadian and United

Consular Invoices of Goods for United States

Points should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Port-

land, Or. (whichever may be the destination of

-Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day

DODWELL & CO., LIMITED.

SHEWAN, TOMES & Co.

g." General Agents.

FOR SAN FRANCISCO.

"QUEEN MARGARET,"

For further information apply to

Hongkong, 6th May, 1899.

THE 100 At British Bark

For Freight, apply to

Hongkong, 16th March, 1899.

Rates of Passage to other Points on application.

Services.

States Points.

the Steamer).

previous to sailing.

TION COMPANY.

2,837 J. Truebridge A. June 17.

IN CONNECTION WITH

Superintendent.

P.M. the day before sailing. The Contents and

the terms and conditions of the Company's

Value of all Packages are required.

For further Particulars apply to

Hongkong, 5th May, (899.)

NORTHERN

, American Ports.)

MIE Steamship

for the above Ports.

Bills of Lading.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VA CANADA . AND THE UNITED STATES.

CALLING AT SHANGHAL NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships--6,000 Tons- 10,000 Horse Power | Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN ... Comdr. Geo. A. Lee, R.N.R.L., WEDNESDAY, 17th May, 18/9. EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th June, (899). EMPRESS OF ANDIA Coundr. O. P. Marshall, R.N.R., WEDNESDAY, 28th June, 1899.

1711E magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made. at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, whichpassengers to Great Britain and the Continent are given choice of

Passengers Booked through to all principal points and AROUND, THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 mointles. SPECIAL RATES (First class only, granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments, The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World), the LUXURIANCE OF ITS TRANS/CONTINENTAL TRAINS 'the Company having received the highest award for same at recent Chicago World's Exhibition', and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this fonge are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent. Pedder's Street.

TOYO KISEN KAISHA.

Hongkong, 26th April, 1899.

TO SAN FRANCISCO, FIA INLÂND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS TROM HONGRONG.

NIPPON MARY Avia Bhanghai, Nagasaki, / Saturday, 20th May. Kobe, Inland Sea, at Noon. Yokohama & Hogo-

AMERICA MARU (via-Shanghai, Nagasaki, / Tuesday, 13th June, Robe, Inland Sea, Yokohama & Hono-

ME Steamship

* "STPPON MARU,"

will be despatched for SAN FRANCISCO, VIN migratume, as well as in headache arising SHANGHAL NAGASAKL KOBE, INfrom alcoholic, nicotine and morphia poisoning. LAND SEA, YOROHAMA and HONO-: The best antiporetic, even in threatened LULU, on SATURDAY, the '20th May, at Noon, taking Freight and Passengers for Collapse, because the caffeine of Migrainine . Sapan, the United States, and Europe.

Steamers of this line pass through the IN-Use only DR, OVERLACH'S MIGRAINISE. LAND SEA OF JAPAN, and call at HONO. Brand," and always prescribe LULLU, and Passengers are allowed to break The best medium dose for adults is 17 grains, their journey at any point en route, given once or twice daily in powder or in-

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic: lines of steamers, and to the principal cities of obtained on application. Passengers holding-through ORDERS TO

EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, Union PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the TVA SHANGHAI, INLAND SEA, KOBE, CANADIAN PACIFIC RAHAWAY on, payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the FROM VICTORIA, B.C., AND TACOMA: SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDS, NORTHERN PACIFIC' RAILWAY CO. and other direct connecting Railways and from Chicago to destination the choice of directs

Particulars of the various routes can beshad Olympia ... son amplications Special rates, (first class only) are granted to Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Covernment officials and their families. Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities : Columbia 2,976 N. Moncur. | July 8. of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports Company's and connecting Steamers. Freight will be received on board until 4

THE attention of Passengers is directed to the very cheap rates offered by the Line, unt, the day previous to esailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is bles. Doctor and STEWARDESS carried. tequired. Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the the American Continent. Magnificent Scenery. United States should be sent to the Company's of the ROCKY and CASCADE MOUNTAINS. Office in Sealed Envelopes, addressed to the The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of Collector of Customs at San Francisco. For further information as to Passage and the first class ATLANTIC MAIL LINES. Freight, apply to the Agency of the Company,

No. 7, Praya Central. 1. S. VAN BUREN, Agent. Hongkong, 17th March, 1899. [1310] Through Bills of Lading issued to Pacific

A ITSULBUSSAN KAISHA.

. No. 6, Ice House Street, Praya Central. Tlead Office:--TOKIO. . Branch Offices :-

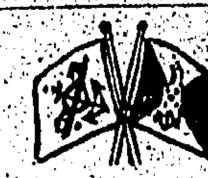
LONDON, NEW YORK, BOMBAY. SINGAPORÉ, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN. 'Agencles:--

Milki Coal Mines.

Ohmura Coal Mines. Kanadá Coal Mines. Tokyo Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Imperial Government Paper Mills, Japan. Cotton Cleaning and Wkg. Co., Shanghai. Kanegatuchi Cotton Spinning Mill, Japan, Fraser, Master, will load for the above Port, and The Milke Cotton Spinning Mill, Limited will have quick despatch. Onoda Cement Company, Japan. Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1896.

NORDDEUTSCHER LLOYD.



HAMBURG-AMERIKA

(East Asiatic Service.)

(Freight Service.) Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED, SAILINGS FROM AHONGKONG.

	SUBJECT TO ALTERATION.		
STEAMERS.	DESTINATIONS. S	AILING DATES.	
ATTOMORY OF BUILDING	HAVRE and HAMBURG.	About 25th }	Freight and
Schüder J	(LONDON with transhipment in HAMBURG) (May. 3 About 30th 3	Freight and
*SIBIRIA	(1) annow with transhipment in HAMBURG) ?		Passage.
- みしつ いいしい とりだりだし	TO THE SERVICE AND CLASSICAL CONTROL OF THE SERVICE AND CONTROL OF THE SERVICE AND CLASSICAL CONTROL OF THE SERVICE AND CO	About 15th ?	Freight and
Christiansen	(FONDON with transhibition in rivansore) (June. J About 30th }	Passage.
DEIKE	NEW YORK.	Tune.	Freight
RICKMERS	j 111 170 131 Ottom		

* These Steamers have Superior Accommodation for Passengers and carry a Doctor a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS: FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND. HONOLULU

Taking Cargo and Passengers to Japan Ports and Honolulu, The United States,

MEXICO, CENTRA			RICA, &C.
Thyra	3,400		May 20
Belgian King	3,379	- 	June . 20
Carmarthenshire.	2,929	about	July 20
Carliste City	3,002	about	Aug. 20
	· · · · · · · · · · · · · · · · · · ·		

THE Steamship "THYRA," .

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YO-KOHAMA and HONOLULU, on or about the 20th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day, previous to sailing. Parcel packages will be received at the OFFICE until the same; time. All parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany eargo des-

tined to Points beyond San Diego, should be Collector of Customs, San Diego. For futher information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, China and Japan. Hongkong, and May, 1899.

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULŬ.

PROPOSED SAILINGS FROM HONGKONG. City of Rio de Janeiro (via Shanghan Naga-Saturday, 27th May, saki. Robe, Inland at Daylight.

at Noon.

at Noon.

Sea, Yokohama and Honolulu) City of Peking (via) Shanghai, Nagasaki, (Thursday, 22nd June, Kobe, Inland Sea,

Yokohama & Honoltilu)..... China (via Shanghai, Tuesday, 18th July, Nagasaki, Kobe, Ib--

land Sea, Yokohama and Honolulu)"......

THE U. S. Mail Steamship

· "CITY OF RIO DE JANEIRO," will be despatched for SAN FRANCISCO, via SHANGHAL NAGASAKI, KOBE, IN-. LANDSEA, YOROHAMA & HONOLULU, on SATURDAY, the 27th May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the JN. LANDSEA OF JAPAN, and call at Honolulu, SINGAPORES COLOMBO, ADEN, SUEZ, and passengers are allowed to break their

journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines it of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACI-FIG. UNITED PACIFIC, DENVER, and RIQ GRANDE, and NORTHERN PACIFIC RAILAVAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to N.R.-CARCO CAN BE TAKEN ON THROUGH the regular tariff rate.

Passengers holding Orders FOR OVER-LAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago

to destination the choice of direct lines. Particulars of the various routes can be had on application.

to Government officials and their families. · Through Bills of Lading issued for transport-

Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to. address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th May 1899.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

FARING/CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, - MEXICO,

CENTRAL AND SOUTH AMERICA

AND EUROPE: THE OVERLAND RAILWAYS,

ATLANTIC AND OTHER CONNECTING STEAMERS. VIA INLAND SEA OF JAPAN AND

HONOLULU PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, In- (Tuesday, 6th June, land Sea, Yokohama and Honolulu). Gaelie (via Shanghai,)

Nagasaki, Kobe, In- (Saturday, 1st July, land Sca, Yokohama (at Noon. and Honolulu). Dorie (via Shanghai.)

Nagasaki, Kobe, In- (Tuesday, 25th July,

land Sea, Yokoliama (and Honolulu). THE Company's Steamship

' "COPTIC."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, sent to the Jompany's Office, addressed to the INLAND SEA, YOKOHAMA and HONO-LULU, on TUESDAY, the 6th June, at

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their ourney at any point en route.

Through Tassage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be ohtained upon application. Special rates (First-class only) are granted

to Missionaries, members of the Naval, Military,

Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families. Passengers who have paid full fare, re-embarking at San Prancisco for China or Japan (or wice verse) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five D.M. the day

previous to sailing. Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs,

San Francisco. For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 11th May, 1899.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT. BLACK SEA AND BALTIC PORTS:

LONDON-NEW YORK, BOSTON, BALTIMORE NEW-ORLEANS, ALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

BILLS OF LADING FOR THE PRIN-CIPAL PLACES IN RUSSIA-PROPOSED SALLINGS FROM HONGKONG

(SUBJECT TO ALTERATION.) Preussen Wednesday | 24th May. Sachsen | Wednesday | 21st June, Bayern Wednesday | 19th July.

on application.

Special rates (first class only) are granted to 1899, at 9 A.M., the Company's Steamship Missionaries, members of the Naval, Military, MAILS, PASSENGERS, SPECIE, and Diplomatic, and Civil Service, to European CARCO. Officers in the service of China and Japan, and CARGO, will leave this Port as above, calling at Naples and Genoa

Shipping Orders will be grunted till Noon on ation to Yokohama and other Japan Ports, to MONDAY, the 22nd May. Cargo and Specie San Franscisco, to Atlantic and Inland Cities will be received on board until 5 P.M. on of the United States, via Overland Railways, to Tuesday, the 23rd May, and Parcels will. Havana, Trinidad, and Demerara, and to ports be received at the Agency's Office until Noon in Mexico, Central and South America, by the on Tuesday, the 23rd May. Contents of Company's and connecting Steamers. Packages are required. No Parcel Receipts will be signed for less than \$2:50 and Parcels

should, not exceed Two Cubic Feet in Mensurement. 56 The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board. For further Particulars, apply to

Hongkong, 26th April, 1899. Freight, apply to the Agency of the Company, Printed and Published by ETHELBERT FORBES SKENTCHLY, at No. 50, Queen's 32 Road Central, in the City of Victoria, Hong

Mails.

LINE.

ADMIRAL DEWEY

"I am a sallor. A sailor has no politics. The administration is his party, and, Republican or Democratic, it makes no difference. Then, again, I come from Vermont, and you know what that means. To be anything but a Republican in Vermont is to be a man without n party. My flag lieutenant comes from Georgia. He tells me that to be anything but a Democrat in the South is to be a nobody. It lived in the South I would probably be

'Have you ever voted?" the correspondent

"Yes, years ago, but my vote was usually influenced by personal preference or Ideal conditions. I am not a politician, have never held political office and am totally ignorant of party Intricacies and affiliations.

Admiral Dewey said that neither by vocation, disposition, education nor training was h capacitated to fill the Presidency. He said that he was too well along in life to consider such a possibility. His health would not admit of it. All his life's work was in different lines of effort, and that, while the kindness and enthusiasm of his friends were grateful to him, and the generous, tributes of the American people were dear to him, he could not and would not be a candidate for the Presidency of the United States under any conditions."

PHILADELPHIA, April 8th. The third session of the Academy of Political and Social Science was held this afternoon. The subject discussed was "Our Commercial Relations With the Far East." Addresses were made by Worthington C. Ford, former Chief of the Bureau of Statistics, Treasury Departments and Robert T. Hill, United States Geological Survey. E. J. James and L. S. Rowe also took part in the discussion. Mr. Ford said in part: "There is a cordon drawn around China more obstructive than any Chinese wall and liable on many accounts to be made effective as a complete prohibition of commerce. It might be assumed that the approached him. privilege of trade could be assured by a treaty for a shorter or longer period. Where has a treaty been able to stand in the way of interested attack? The tripartite control of Samoa does not offer as many occasions for difference as would the holding of the Chinese coast for commercial reasons by six great powers, and among the six the United States will not

"Bearing in mind that the natural resources of the East are to be exploited with all the perfection of modern, appliances and cheaper labor than has ever been offered, the following questions suggest themselves: How can cotton goods of the United States make-other than a limited market in Asia against the cottons of India, Japan and China? How can American petroleum, better article as it is, hold more than its own against the Russian oil, supported as it may be by a bounty for political effect? " Finally, are we looking forward to meeting Asiatic competition with an even higher tariff than is now endured; a tariff bristling; with duties like those on silks in the present law, especially levelled against the imports of silk with will be 5,000,000 dols. The primary object goods from Japan?"

BELLEVILLE BOILERS AND THE TERRIBLE" EXPLOSION.

The explosion on board the Terrible is a very sad and inclancholy incident in itself, but in its ulterior consequences it threatens to be simply disastrous, unless, indeed, it can be shown that the Belleville boiler was in no way at fault. It is not incorrect to say, states a naval correspondent of a London paper, that throughout the service, the affair has caused a feeling of uneasiness. In no fewer than sixteen battleships, twelve armoured cruisers, ten first-. class cruisers, and seven second-class cruisers, now built or building, this type of boiler is fitted or to be fitted. Any real failure in the Terrible's boilers would, therefore, be a national calamity. Happily it does not as yet appear that there is sufficient ground for condemning the boilers. Their opponents have seized on the accident as a matter of course, and talk as if the Belleville had absolutely no virtues, overlooking its big grate area and its valuable tractical property of quick steam-raising. Sir Albert Durston has recently placed the durability of the Belleville at six years, while acknowledging that it is very far from perfection. This would not be unsatisfactory, if experience confirms his anticipa-

AMERICAN DELEGATES TO THE PEACE CONGRESS.

Washington, April 6th. The Secretary of State has announced the list of men selected for the United States delegation to the disarmament; Congress, which will meet at the Hague in the latter part of May. The delegation consists of Andrew D. White, United States Embassador at Berlin Mr. Newell, United States Minister to the Nether- Aspecial reliable Watch made for this Climate. lands; Seth Low of the Columbia University, New York; Captain Crozier, Ordnan e Department. United States Army, and Captain A. T. Mahan, U. S. N., retired : Frederick Holts of 21] New York will be secretary of the delegation,

White is a distinguished educator and diplomat. He was Cornell's first president, has been twice Minister to Germany, once to Russia and Venezuelan Commissioner. Seth Low is a patron of Columbia University and has been Mayor of Brooklyn." Newell is a lawyer of long practice in St. Paul. Minn., and his appointment is due largely to the fact that he is Minister at the city where the Congress is to be held. Captain Crozier is a graduate from West Point and is one the most highly accomplished officers of the ordnance corps. Mahan is well known as a naval strategist and author. Holts is a successful lawyer of New York city, who is also an author and lecturer of note.

WIRELESS TELEGRAPHY.

The French authorities are so gratified with success of the wireless telegraphy demonstra-tions between Boulogne and the South Foreland that it is proposed to try the system from Paris. . It is stated that the Eiffel Tower will be the French terminal, owing to les great height, 985ft, the English terminal remaining at the South Foreland The direct distance between the two points is about 230 miles. The Elder Brethren of the Trinity House and representatives of the Board of Trade have snade an official inspection of the system of wireless telegraphy in operation between the Rast Goodwin Lightship and the South Forest land. They witnessed demonstrations between the lighthouse and Wimereux, near Boulogne; but their attention was more particularly. directed to the East Goodwin Lightship in wish of the advisability of adopting Signor Sarconi's system generally for communicating between similar positions and the shore.

THE BLUE FUNNEL DEAL.

Ir is rumoured at Bangkok that the Scottish Oriental Steamship Company will run steamers from Singapore to Bangkok, the agreement regarding the suggestion that the Admiral be which they made with Holt not to do so, not made a candidate for the Presidency next year. | holding, good with his successors—the new

KANG YU WEI.

VICTORIA, April 7th. Among the passengers on the steamer Idsum! Maru of the Nippon Yusen Kaisha line, was Kang Yu Wei, former Chief Commissioner of

China and second of the Chinese Board of Public Works, and noted the world over as a Chinese reformer. His life was sought by the Empress Downger some months ago when the Chinese Emperor, Hong Su, was deposed. Having been warned in time, he fled from the Chinese capital to the coast, where he engaged passage on the British mail steamer Ballarat. He was pursued by the clientele of the Empress and a Chinese warship went in pursuit of the steamer on which he was, bound southward, intending to capture him from the mail boat. The officers of the Ballarat, seeing the Chinese warship, signaled for aid, and in answer to their signals H.M.S. Bonaventure and another British ship of war convoyed the liner to Woo Sung, where the fugitive took passage on the Bonaventure, which took him to Hongkong. He remained at Hongkong a short time and then proceeded to Tokio, where he remained until he took passage to Victoria on the Ideum! Mary. He will stay here two days and then proceed to Washington and afterward to Lon-AMERICAN TRADE WITH CHINA. don, England, where he will reside in the

While at Hongkong an attempt was made on his life. A Chinese came to ask certain favors, and while they were conversing the Chinese struck at him with a knife. The assassin was captured by those near by, but afterwards escaped.

Kang Yu Wei says assassins hired to slay him by the Empress Dowager are dogging his footsteps waiting for a favorable opportunity to earn the blood money put up for his life. One who intended to stab him was arrested at Tokio and still remains in jail there. While here the escapee is housed with Lee Mong Kow, the Chinese customs agent. No one is allowed to

To-night a conference was held, in the rooms of the local Chinese society to arrange for the present movements of the refouner. He iniended to go to San Francisco, but later this evening he gave it out that he would go direct

from here to Washington. Kang is dressed in semi-European garb. He and he has a short bristly black mustache and at Daylight evidences of a future beard. He looked furtively around him on the arrival of the steamer and always stands in the centre of a circle of his friends, as though to guard against possible attack.-Call.

ROTHSCHILD'S GOLD AT THE GOLDEN GATE.

A New Yark'despatch states that the London establishment of Messrs. Rothschild's bankinghouse has decided to establish this spring a bank at San Francisco. The capital to start of the new venture is to finance and supervise the Rothschilds interests already acquired in the Philippines.

Intimations.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MER-CHANTS, NAVAL CONTRACTORS AND GENECAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS,

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P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

REASONABLE PRICES. Hongkong, 14th May, 1896,

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TYAMOND MERCHANTS, JEWEL-LERS AND WATCHMAKERS. Sole Agents in the East for the amaigamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...\$160.

Quality B......\$12 10, QUEEN'S ROAD CENTRAL,

Opposite the Tolegraph Office CHS. J. GAUPP & CO. THRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER

SMITH'S, and OPICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS, Sole Agents for Louis Audemary Watches awarded the highest Prizes at every Exhibition and for Voigtilinder and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. - [40]

JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA and ... 36, Division Street, Kone. Hongkong, 15th March, 1898.

DENTISTRY.

SUL SANG,

(Lately Practising with Dr. 1. SAKATA), DENTIST, No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. SIEN TING, SURGEON DENTIST.

No. 10 D'AGUILAR STREET. TERMS VERY MODERATE, Consultation free. Hongkong, 27th September, 1808.

Shipping.

STEAMERS. DOUGLAS STEAMSHIP COMPANY,

LIMITED. FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 12th instant,

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 11th May, 1899.

FOR KOBE (DIRECT). THE Steamship "KONOURA MARU," Captain K. N. Shüna, will be despatched for

the above port, TO-MORROW, the 12th instant, For Freight, apply to DODWELL'& CO., LIMITED, Hongkong, 11th May, 1899.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY. STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship " VIÑDOBONA." Captain C. Bellen, will leave for the above

places on SATURDAY, the 13th instant, P.M. For Freight or Passage, apply to SANDER, WIELER & Co., Agents,

Hongkong, 8th May, 1899. OCEAN STEAMSHIP COMPANY. EOR LONDON VIA SUEZ CANAL.

THE Company's Steamship Captain Pulford, will be despatched as above

SATURDAY, the 13th May. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 25th April, 1899.

LIMITED. REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUL THE Steamship

THE OSAKA SHOSEN KAISHA,

"MAIZARU MARU," has clothes of European cut, covered with a Captain S. Nagata, will be despatched for long, blue Chinese gown. His hair is cut short | the above ports, on SUNDAY, the 14th instant,

> For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 8th May, 1899.

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES.) STEAM FOR

SINGAPORE, PENANG, BOMBAY, ADEN SUEZ, PORT SAID, NAPLES, LEG-HORN, GENOA, (DIRECT WITHOUT TRANSHIPMENT). Having connexion with the Company's Mail

Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDIT: TERRANEAN, ADRIATIC, LEVAN-TINE NORTH & SOUTH AMERICAN PORTS up to CALLAO,

Taking Cargo at through rates to PERSIAN GULF and BAGDAD,

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA. THE Steamship

Captain Maganzini, will be despatched as above on MONDAY, the 15th instant, at Noon. At BOMBAY the Steamers are discharging in Victoria Dock.

The Steamer has Superior Accommodation for Passengers. For Further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Hongkong, 10th May, 1899. · CHINA NAVIGATION COMPANY,

LIMITED. FOR MANILA. THE Company's Steamship

"CHANGSHA;" Captain Moore, will be despatched or MONDAY, the 15th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 9th May, 1899. CHINA NAVIGATION COMPANY,

LIMITED. FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

Captain Moore, will be despatched on MONDAY, the 15th instant, at 3 P.M.
The attention of Passengers is directed to the

Superior Accommodation offered by this The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage... A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light. N.B.-Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers, of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, 9th May, 1899. FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"UNDAUNTED," will be despatched for the above port, on or about the 20th May. For Freight, apply to SHEWAN, TOMES & Co.,

Hongkong, 10th May, 1899. OCEAN STEAMSHIP COMPANY. : FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"GLAUCUS,"' 🧸 Captain Barwise, will be despatched as above on TUESDAY, the 23rd May. For Freight, apply to

BUTTERRIELD & SWIRE, Hongkong, 24th April, 1899.

Shipping.

Intimations.

THE CHINA & JAPAN TELEPHONE

COMPANY, LIMITED.

HONGKONG EXCHANGE,

OPEN DAY AND NIGHT.

SUBSCRIPTIONS. "

PRIVATE LINES, \$100 Per Annum.

EXCHANGE LINES, \$80 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B. -A special charge is made for lines of

more than average length.

ELECTRIC SUPPLIES OF EVERY DES-

CRIPTION IN STOCK.

INCLUDING:-

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PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical

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up Installations if required,

NOTE ADDRESS:—13, PRAYA CENTRAL.

W. STUART HARRISON,

AN APPEAL.

THE SUPERIORESS of the ITALIAN

respectfully to APPEAL to the Residents of

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds

Gentlemen's Shirts made to order, and Cuffs

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The Superioress will also be most grateful

for any PAPER, or old ENVELOPES to be made

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For full particulars &c., &c.,

Apply, to

of NEEDLE WORK.

and Collars renewed on old ones.

who are taught by the Sisters.

Standard Oil Co.

Hongkong, 22nd April, 1892.

Materials can be supplied, if required.

Hongkong, 18th January, 1898.

BATTERIES,

T NSULATORS,

TELEPHONES,

STEAMER. FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "VORTIGERN," Captain Fairiweather, will be despatched for the above port, on or about the 27th May.

For Freight, apply to DODWELL & CO., LIMITED. Hongkong, 21st April, 1899.

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGA TION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship "MARQUIS BACQUEHEM,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 14th instant, or they will not be | []

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th instant, will be subject to rent. Bills of Lading will be countersigned by

SÄNDER, WIELER & Co., Agents. Hongkong, 8th May, 1899.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship

"NANKIN? FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-From Persian Gulf, e.v B. I. S. N. and B. & P. S. N. Co's Steamers. From Madras, ex S.S. Loodiana.

Goods not cleared by the 15th instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recongnised.

H. A. RITCHIE. Superintendent. Hongkong, 9th May, 1899.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, ANTWERP,

LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"" HAKATA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment, will be sorted out mark by mark and delivery can be obtained as soon as the

goods are landed. Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY. Goods not cleared by the 16th instant, will

be subject to rent. No Fire Insurance has been effected. All ship-damaged packages must be left in the Godowns where they will be examined on

MONDAY, the 15th instant, and FRIDAY, the 19th instant, both days, at 10 A.M. All claims must reach the undersigned before the 18th instant, or they will not be recognised. NIPPON YUSEN KAISHA.

. Hongkong, 9th-May, 1899. For Sale.

NOW READY, HONGKONG RACES, 1899.

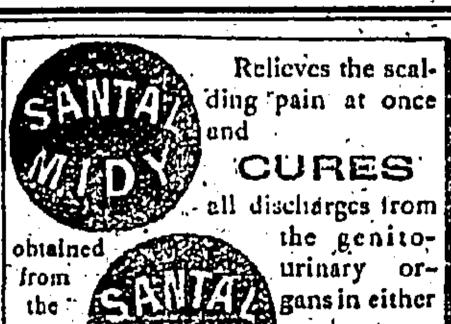
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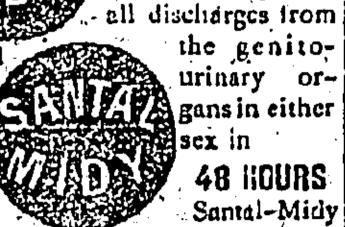
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PRICE 50 CENTS: * Only a limited Number printed.

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NOTICE. RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crows of the following Vessels during their stay Hongkong Harbours GERARD C. TOBEY, American bark, J. Surtlef.—By Order. QUEEN MARGARET, British ship, Fraser-

Intimations.

THE OFFICES of the "HONGKONG TELEGRAPH" have, This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs, Powert & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Hongkong, 1st May, 1899.

LET 'EM' ALL COME

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices. Hongkong, 2nd May, 1899.

MEE CHEUNG.

PHOTOGRAPHER. JOP FLOOR OF ICE HOUSE, IN

IS now in a position, in his New and Co-w I modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS

Banks. Hongkong and Shanghai Banking Corporation -289 per cent. prem. The Bank of China & Japan, Ld.—(Preference)

£5.5 buyers. National Bank of China, Ld. -\$221. Marine Insurances,

Fire Insurances. Hongkong Fire Ins. Co., Ld.-\$300, China Fire Ins. Co., Ld. \$82.

Punjom Mining Co., Ld. -\$7.50. Preference Shares-\$1.60. kin-\$180. Oueen Mines, Limited-\$0.55.

Olivers Freehold Mines, Ld.-(A) \$7. Olivers Freehold Mines, Ld.—(B) \$4. Co., Ld;-\$4.40. Docks, Wharves and Godowns:

Hongkong and Kowloon Wharf and Godown Company, Limited - \$861. Wanchai Warehouse and Storage Co., Ld. \$411 New Amoy Dock Co., Ld.-\$15.

Hongkong Land Investment and Agency Co., Kowloon Land and Building Co., Ld. 323 West Point Building Co., Ld. \$28. Hongkong Hotel Co., Ld.-\$89.

Miscellancous, Green Island Coment Co., Ld .- \$241. China-Borneo Co., Limited-In liquidation, A. S. Watson & Co., Limited-\$142 ex div. Hongkong Electric Co., Limited-\$114. Hongkong and China Gas Co., Ld.—\$126. Hongkong Rope Manufacturing Co. Ld. -\$170; Geo. Fenwick & Co., Ld. -\$35.

Dairy Farm Co., Limited-\$31. Hongkong & China Bakery Co., Ld.-\$33

Campbell, Moore & Co., Ld. -5:1.

Bell's Asbestos Eastern Agency, Limited-Li Bells Asbestos Eastern Agency, Ld,-\$5, Carmichael & Co., Limited.—58. Dyeing Co., Ld.-\$85.

Ewo Cotton Spinning & W. Co., Ld.—Tls. 70. International Cotton M'fg. Co., Ld. Tls. 750 Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 70.

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Ice-House Road.

Hongkong, 22nd September 1898.

The Share Market.

LATEST QUOTATIONS. "(May zzth.)

The Bank of China & Japan, Ld.-(Ordinary) The Bank of China & Japan, Ld.—(Deferred)—

Union Insurance Society of Canton, Ld. \$230. China Traders' Insurance Co., Limited-\$614. North China Insurance Co., Ld.-Tls. 180, Yangtsze Insurance Assoc. Ld.-\$114. Canton Insurance Office, Ld. \$1423 sellers. Straits Insurance Co., Ld. -\$43.

Hongkong, Canton, & Macao Steamboat Co. Limited-\$20. Indo-China Steam Navigation Company, Ld.

China and Manila S.S. Co., Ld. -\$77. Douglas Steamship Co., Ld. -\$561. China Mutual S. N. Co., Ld.—(Preference) f.0.10 buvers. China Mutual S. N. Co., Ld.—(Ordinary)— \pounds_{5} to buyers. China Mutual S. N. Co., Ld.—(Ordinary)—£3

Star Ferry Co., Ld. - \$14. Rofineries. China Sugar Refining Co., Ld.-\$171. Luzon Sugar Refining Co., Ld.—\$50,

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4 months sight in 1/117

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	Mr. J. Mr. J. Bee Mr. J. Mr. G. Mr. J. Capt. Mr. J. Capt. Mr. J. Capt. Mr. J. Capt. Mr. J. Col. J. Col. J. Miss Mr. J. Miss Mr. J.	SITORS TH. Beattie ad Mrs. ade Mrs. ale L. F. R. L. Bure G. A. C. L. J. Cling and Mrs. van Cor J. Cling and Mrs. van Cor J. L. Der J. L. Der J. L. Elsda G. J. H. dr. Cres res L. Ezekiel A. Forbes	S AND E PEA N. M. S. Brayne ant allaghan pman rs. A. C bach el nn W. H. T child rison le Evaut swell swell swell stel	Mr. M. E. Colonel E. Mr. M. E. U.S.N. Staff-Surg. Home. Mr. John. Mr. H. W. Mr. J. W. Mr. R. M. Mr. S. A. Hon. H. Capt. H. Capt. H. Mr. F. R. Mr. F. R. Mr. A. G. Mr. A. G. Mr. G. H.
	Mr. J. Mr. J. Bee Mr. J. Mr. Capt. Lieur Lieur	SITORS TH. Beattie ad Mrs. ade Mrs. ale I. F. R. I G. H. Bry P. G. A. Cov J. J. Cling and Mrs. van Cor	S AND E PEA N. M. S. Brayne ant allaghan pman rs. A. C bach el nn W. H. T child nison le Evaut swell swell f ciel s Fraser CRAG	Mr. M. E Colonel E Mr. M. E Colonel E Mr. H. R. Lieut. R. U.S.N. Staff-Surg Home Mrs. W. Mr. John Mr. H. W Capt. F. Mr. S. A. Hon. H. Capt. H. Mr. F. R Mr. F. R Mr. A. G Mr. G. H Mr. Mr. Mr. Mr.
	VI: Mr. J. Dr. an Bee Mr. J. Mr. J. Mr. J. Capt. Mr. J. Capt. Mr. J. Capt. Mr. J. Col. J. Col. J. Col. J. Col. J. Lieur R. Mrs. LtC. Lieur R. LtC.	SITORS TH. Beattie ad Mrs. de H. F. R. I G. H. Bry C. J. Cling and Mrs. van Cor J. J. Cling and Mrs. va	B AND E PEA N. M. S. Brayne ant allaghan pman rs. A. C bach el mn W. H. T child nison le Evatt swell swell fraser craser craser craser ing & son Browne	Mr. M. E Olonel E Mr. M. E Colonel E Mr. H. R. Lieut. R. U.S.N. Staff-Surg Home Mr. John Mr. H. V. Mr. Capt. H. Mr. S. A. Hon. H. Mr. F. R. Mr. A. G Mr. A. I A. Mr. A. I Mr. J. A. Mr. J. A.
	Mr. J. Mr. J. Bee Mr. J. Mr. C. Mr. C. Mr. J. Capt. Mr. J. Capt. Mr. C. Mr. C. Mr. C. Mr. C. Mr. C. Lieu Mr. J. LtC. Lieu Rev.	SITORS TH. Beattie ad Mrs. ad Mrs. ade I. F. R. I G. H. Bure G. A. Cov J. Cling and Mrs. van Cov J. H. Da mke, R.N van Cov J. J. Cling mke, R.N van Cov J. J. Cling mke, R.N van Cov J. J. G. A N. Armstro val G. F. Valexande J. J. G. A N. Armstro valexande valexan	S AND E PEA N. M. S. Brayne ant allaghan pman rs. A. C bach el nn W. H. T child nison le Evalt swell swell fraser CRAG rinstron pman r Donale r Donale n, R.N.	Mr. M. E Mr. M. E Mr. M. E Mr. H. R. Lieut. R. U.S.N. Staff-Surg Home Mr. John Mr. H. V. Mr. J. M. Mr. S. A. Hon. H. Mr. A. G. Mr
	VI: Mr. J. Bee Mr. J. Br. an Mr. Capt. Mr. J. Capt. Mr. Cap	SITORS TH. Beattie d Mrs. de H. F. R. I G. H. Bure G. A. Ci J. Cling and Mrs. van Cov J. H. Da mke, R.N van Cov J. J. Cling and Mrs. van Cov J. J. Cling and J. J. J. J. van Cov J. J. J. J. J. va	B AND E PEA N. M. S. Brayne ant allaghan pman rs. A. C bach el nn W. H. T child nison le Evatt swell swell fiel swell	Mr. M. E. Colonel E. Mr. H. R. Lieut. R. U.S.N. Staff-Surg. H. W. Mr. John Mr. H. W. Mr. J. Mr. G. H. Mr. S. A. Hon. H. Mr. F. R. Mr. A. G. H. Mr. A. G. H. Mr. A. Si Mr. A. G. H. Mr. A. Si Mr. A.
	VI: Mr. Jan. M	SITORS TH. Beattie d Mrs. de H. F. R. I G. H. Bure G. A. Ci J. Cling and Mrs. van Cov J. H. Da mke, R.N van Cov J. J. Cling and Mrs. van Cov J. J. Cling and J. J. J. J. van Cov J. J. J. J. J. va	B AND E PEA N. M. S. Braync ant allaghan pman rs. A. C bach el min W. H. T child nison le Evaut swell swell fraser CRAG rmstron pmaker on & son Trowne r Donale n, R.N.; Morris rs. R. I.	Mr. M. E. Colonel E. Mr. M. E. U.S. N. Staff-Surg. H. W. Mr. John Mr. H. W. Mr. G. H. Mr. A. G. Mr. J. A. I. Mr. J. A. I. Mr. and Turners, Mr. and Turners, Mr. and Turners, Mr. and Turners, Mr. and
	VI: Mr. Jan. M	SITORS TH. Beattie A Mrs. de I. F. R. I G. H. Bure G. A. Ci A G. J. Cling arke, R.N van Cov J. H. Da nd, Mrs. vis and Ci A. L. Elsda G. J. H. dy. Cres L. E. Exel A. Forbes Col. A. R. Armstro Col. G. F. Alexande F. M. M A. Morris and M msby Ormsby	B AND E PEA N. M. S. Braync ant allaghan pman rs. A. C bach el min W. H. T child nison le Evaut swell S Fraser CRAG rmstron pmaker on & son Trowne r Donalo n, R.N.; Morris rs. R. I.	Mr. M. E. Colonel E. Mr. M. E. U.S.N. Lieut. R. U.S.N. Staff-Surg. Mrs. V. Mr. John Mr. H. W. Mr. J. Mr. G. H. Mr. G. H. Mr. G. H. Mr. A. G. H. Mr. A. G. Mr. J. A. G. Mr. J. A. G. Mr. J. A. J. A. Mr. J. A. Mr. J. A. J. A. Mr. J. A. J. A. Mr. J. A.
	VI: Mr. as Bee Mr. Capt. Mr. as Capt. Mr.	SITORS TH. Beattie and Mrs. and Mrs. and Mrs. and Mrs. A. Cling and Mrs. A. Cov. J. Cling and Mrs. A. Cov. J. L. Cling and Mrs. A. Cov. J. L. Cling and Mrs. A. Cov. J. Cling and Mrs. A. Cov. A. Cov. J. Cling and Mrs. A. Cov. A.	B AND E PEA N. M. S. Brayne ant allaghan pman rs. A. C bach el mison le Evatt swell swell Fraser CRAG rmstron pman rs. R. I UM Q UM Q UM Q The Complete of the complete o	Mr. M. E. Colonel E. Mr. M. E. Colonel E. Mr. H. R. Lieut. R. Lieut. R. W. Mr. John Mr. John Mr. John Mr. J. Mr. G. H. Mr. G. H. Mr. A. G. H. Mr. A. G. H. Mr. A. G. H. Mr. A. G. Mr. A. G. Mr. J. A. J. A. Mr. J. A. J. A. Mr. J. A. J. A
	VI: Mr. and Mr. and	SITORS TH. Beattie and Mrs. and Mrs. ale I. F. R. I. G. H. Bry P. G. A. C. I. J. Cling and Mrs. van Cov J. H. Da and Mrs. van Cov J. H. Da and Mrs. vis and Co J. L. G. J. J. I. dy. Cres L. Elsda G. J. H. A. A. Cres L. Elsda G. J. H. A. Cres L. Elsda G	AND E PEA N. M. S. Brayne ant allaghan pman rs. A. C. bach el mison le well swell swell swell fraser CRAG rmstrong ng & son r Donalo n, R.N. Morris rs. R. I. UM Q credit, Allowane	Mr. M. E Mr. M. E Mr. M. E Mr. M. E Mr. H. R. Lieut. R. Mr. Staff-Surg Home. Mr. John Mr. H. V. Mr. J. M. Mr. A. G. Mr.
	VI: Mr. and Mr. and	SITORS TH. Beattie and Mrs. a	AND E PEA N. M. S. Brayne ant allaghan pman pman rs. A. C. bach el min whild nison le Evatt swell Fraser CRAG rmstron and grayne r Donalo n, R.N. credit, Allowan Allowan credit, Allowan	Mr. M. E Colonel E Mr. M. E Colonel E Mr. H. R. Lieut. R. U.S.N. Staff-Surg Home Mrs. W. Mr. John Mr. H. V. Mr. G. W. Mr. S. A. Hon. H. Mr. F. R. Mr. A. G. Mr. A. F. Consul V Mr. A. F. Mr. A. F. Consul V Mr. A. F. Mr
	VI: Mr. and Mr. and	SITORS TH. Beattie ad Mrs. ade Mrs. ade I. F. R. I. G. H. Bure G. J. Cling arke, R.N. Van Cov J. H. Da arke, R.N. Van Cov J. J. Cres J. Elsda G. J. H. J. G. A A. Armstro J. J. G. A A. A. Armstro J. J. G. A A. Armstro J. J. J. G. A A. Armstro J. J. J. J. Armstro J. J. J. Armstro J. J. J. J. Armstro J. J. J. Armstro J. J. J. J	AND E PEA N. M. S. Brayne ant allaghan pman pman rs. A. C. bach el nn W. H. T child nison le Evatt swell Fraser CRAG rmstrong ng & son r Donalo n, R.N. eredit, Allowan r Clowan r	Mr. M. E Colonel E Mr. M. E Colonel E Mr. H. R. Lieut. R
	VI: Mr. and Mr. and	SITORS TH. Beattie ad Mrs. ade Mrs. ade I. F. R. I. G. H. Bure G. J. Cling arke, R.N. Van Cov J. H. Da arke, R.N. Van Cov J. J. Cres J. Elsda G. J. H. J. G. A A. Armstro J. J. G. A A. A. Armstro J. J. G. A A. Armstro J. J. J. G. A A. Armstro J. J. J. J. Armstro J. J. J. Armstro J. J. J. J. Armstro J. J. J. Armstro J. J. J. J	AND E PEA N. M. S. Brayne ant allaghan pman pman rs. A. C. bach el nn W. H. T child nison le Evatt swell Fraser CRAG rmstrong ng & son r Donalo n, R.N. eredit, Allowan r Clowan r	Mr. M. E Colonel E Mr. M. E Colonel E Mr. H. R. Lieut. R
	VI. Mr. as M	SITORS TH. Beattie Bea	AND E PEA N. M. S. Brayne ant allaghan pman rs. A. C. bach. el north child nison le well swell	Mr. M. E Colonel E Mr. M. E Colonel E Mr. H. R. Lieut. R

	IFILHONG
HONGKONG.	VISITORS AT THE WINDSOR.
Jones	Mr. H. H. Beer Mr. James McGregor Mr. A. Colborne Miss C. J. Miller
and Mrs. Joseph and Mrs. Judah Col. H. D. Keary	Mr. Suellermo Puata Mr. W. T. Montsarat Courtatino Mr. S. Nakayama
and Mrs. Kiene Kinghorn	Mr. N. Hedberg Mr. Oppen Mrs. How Mr. Rawety
J. Kirkwood C. Kuhn	Mrs. Hunt Mr. K. Seyilli Mr. J. Hunter Mr. Fr. da Silva
M. Lacson and Mrs. F. W.	Mr. Jose Ipnara Mr. John Stafford Mr. W. Juliusbury Mr. A. L. Warner Dr. F. Lozada Mr. J. A. Welsh
earoyd Leon A. Lévy	Dr. F. Lozada Mr. J. A. Welsh Mr. George M. Mc. Mr. Fred. Wheeler Donald Miss White
J. L. Mayers John MacKay B. McGregor	Mr. A. Kajiwara Mr. L. Witt Mr. P. A. Lamb
R. Mortier	STEAMERS EXPECTED.
H. Nelson A. C. Van Nierop	, Names. From. Due.
Ch. Nordlinger J. A. Norris S. C. Officer	
W. Parfitt Parmenter	Vindobona Singapore May 13th Yamaguchi Maru. Moji May 14th
E. Paulissen . Payne	Tartar
W. Pearse L. Peck	City of Rio de Jan. San Francisco May 18th
Ping s A. Raleigh	We would direct the 'attention of shipping firms to style in which "Steamers Expected" and "Projected Sailin are now published in these columns, and in so doing response
. P. Regalado . and Mrs. A. H. lennie	fully urge the managers of shipping firms to give orders their clerks to furnish this office, on the forms already a plied gratis with the latest available information every day
C. W. Richardson S. J. Robins	Shipping.
H. Rosenthal F. W. T. Saunders	
R. P. Saunders . F. Scarlett, Jr.	Arrivals. NIPPON MARU, Japanese steamer, 3,302, J. Allen, 10th May,—San Francisco 13
Von Schleich V. de Sennal	April, and Shanghai 8th May, General P. & O. S. N. Co.
. W. Shakspeare . C. Sherington . P. Sick.	MARTHA, German steamer, 1,419, Krutziel 10th May,—Saigon 6th May, Rice a
H. Simmins Skinner	General.—Melchers & Co. ARIAKE MARU, Japanese steamer, 1,886,
, J. S. Subiruchs s. Sutcliffe	Tasaka, toth May,—Kuchinotzu 5th M Coal.—Mitsui Bussan Kaisha. SABINE RICKMERS, British steamer, 6
. O. Tiberű · V. Uldall	Nashet, 10th Mey,—Amoy 8th May, Ge
: & Mrs. W. Whiley ss Whiley s. Bagnall Wild	Chusan, British steamer, 2,852, E. Street, 1 May, Bombay 25th April, and Singap
r. C. H. Yatman	6th May, Mails and General.—P. & S. N. Co.
ESIDENTS AT	KINTUCK, British steamer, 2,880, G. W. Lo
HOTEL.	May, General.—Holiday, Wise & Co. MIKE MARU, Japanese steamer, 2,000, Kawamuro, 11th May;—Singapore
r, M. E. P. Frost lonel E. H. Gorges . H. R. Hardcastle	May, Cotton.—Nippon Yusen Kaisha. CHANGSHA, British steamer, 1,463, T. Mot
eut. R. P. Habson, U.S.N.	ith May,—Yokohama 5th May, Gene
aff-Surgeon W. E. Home	11th May,—Singapore 4th May, Keros
rs, W. E. Home r. John D. Hutchison	—Arnhold, Karberg & Co. COROMANDEL, British steamer, 2,783, F. Vibert, R.N.R., 11th, May,—Shanghai
r. H. W. Jeffries ipt. F. Koford r. J. E. Lee	May, Mails and General.—P. & O. S.
r. C. W. Longuet r. R. Mitchell	MACHEW, British steamer, 996, T. E. Far
iss B. Nevin r. S. A. Olliver	May, Rice and Timber.—Yuen Fat Ho Clearances at the Harbour Office
on, H. E. Pollock ipt, H. V. Prynne	Ariake Maru, Japanese str., for Misumi.
r, T. Remick r. F. Ryan r. F. Schwalbo	Kwanglee, Chinese str., for Shanghai. Pak Kong, British str., for Canton. Haitan, British str., for Swatow.
r. A. Sinclair r. A. G. Stokes	Centaur, British str., for Amoy. Sagami Maru, Japanese str., for Shanghai.
r. G. H. Wheeler r. H. Wicking	Doric, American str., for Shanghai. Catherine Apear, Britishistr., for Singapor
 JRN. Ir. Miguel Ossorios	Sishun, British str., for Swatow. Departures.
family r. A. J. Richardson	May 10, Queen of the Isles, British schooner Ponabe.
r. J. A. Ross r. and Mrs. Reginale	May 11, Haimun, British str., for Swatow. May 11, Germania, German str., for Saigo
Turner and family r. and Mrs. W. E Turner	
onsul Valpicolli lajor and Mrs. Wigh	May 11, Cheang Hock Kian, British str., Amoy. May 11, Dorie, American str., for San F.
r. A. F. Williams	May 11. Chusan, British str., for Snanghai.
PATIONS.	May 11, Brisk, British cruiser, for Wei-hai- May 11, P. C. C. Klao, British str., for Bang
ngkong, 11th May.	May 11, Kwanglee, Chinese str., for Shang May 11, Kwang Ping, Chinese str., for Car
745 per chest	Calcutta.
730/770 per .picul w/s 8/20.)	Per Martha, from Saigou-19 Chinese.
790/860	Per Kintuck, from Singapore -544 Chin Pen Ariake Maru, from Kuchinotz
750/760 .,	Japanese. Per Nippon Marn, from San Francisco. Gapts. Forsyth, U.S.N., Everett, U.S.
SAILINGS.	- Dr. Hibbett, U.S.N., Mr. Corwin, U.S.N., and Mrs. Webb, Dr. J. J. Gonsti, Mr. and
ination. Date.	Griffin, LtCol. Henry, R.A., Messrs. Tong child and servant, Miyazaki, Forrest, Yati
ancisco, &c. June 13th	38 Chinese and 2 Japanese. Per <i>Coromandel</i> , from Shanghai for Lor
&c July 19th ego, &c June 20t &c May 15 th	h Creed, Miss Annerlow, Mrs. Gray O
n,	h bay-Mr. R. S. Raphael, For Singapore- th S. D. Martin, For Hongkong-Capt. I
ego, &c July 20th	
ancisco, &c. July 18tl	B. Carwin, F. Viccajec, Mrss Danenbur

Lieut, J. G. Armstrong, Mr. Miguel Ossorio's	Departures.
R.N. family Mrs. Armstrong & son Mr. A. J. Richardson	May 10, Queen of the Isles, British schooner, for Ponape.
LtCol. G. F. Browne. Mr. J. A. Ross	May 11. Haimun, British str., for Swatow.
Mr. Alexander Donald Mr. and Mrs. Reginald	May 11. Germania, German str., for Saigon.
Rev. F. Flynn, R.N.: Turner and family [May 11. Wuhn, British str., for Taiwantoo.
Major M. M. Morris, Mr. and Mrs. W. E. R.A. Turner	May 11, Loksang, British str.; for Saigon. May 11, Cheang Hock Kian, British str., for
Mrs. Morris Consul Valpicolli	Amov.
Hon, and Mrs. R. D. Major and Mrs. Wight	May 11, Doric, American str., for San Fran-
Ormsby Mr. A. F. Williams A. Miss Ormsby	May 11, Chusan, British str., for Snanghai.
	May 11. Brisk, British cruiser, for Wei-hai-wei.
OPIUM QUOTATIONS.	May 11, P. C. C. Klad, British str., for Bangkok,
Hongkong, 11th May.	May 11, Kwanglee, Chinese str., for Shanghai. May 11, Kwang Ping, Chinese str., for Canton.
New Patna,	May 11, Catherine Apear, British steamer, for
Old ,,	Calcutta.
New Benares,	Passengers-Arrived.
New Malwa, credit,730/770 per picul. (Allowance, tacls 8/20.)	Per Martha, from Saigou—19 Chinese.
Old Malwa, credit,790/860.	Per Kintuck, from Singapore -544 Chinese. Per Ariake Maru, from Kuchinotzu-1
Allowance, taels 8/16)	lapanese.
Persian, paper	Per Nippon Mary, from San Francisco, &c.
PROJECTED SAILINGS.	-Gapts. Forsyth, U.S.N., Everett, U.S.N., Dr. el libbett, U.S.N., Mr. Corwin, U.S.N., Mr.
	and Mrs. Webb, Dr. J. J. Gonsti, Mr. and Mrs.
Ship, Destination. Date.	Griffin, Lt. Col. Henry, R.A., Messrs, Tonuma,
The state of the s	child and servant, Miyazakl, Forrest, Yatman,
America Maru San Erancisco, &c. June 13th	38 Chinese and 2 Japanese. Per Coromandel, from Shanghai for London
Bayern L. Straits, &c July 19th	-Mrs. Tuckey, 2 children and amab, Mrs.
Belgian King San Diego, &c June 20th	Creed, Miss Annerlow, Mrs. Gray Owen,
Bisagno Straits, &c May 15th Candia London May 17th	Misses Spink, Wilson and Fawson. For Bom- bay-Mr. R. S. Raphael. For Singapore-Mr.
Carlisle City San Diego, &c Aug. 20th	S. D. Martin. For Hongkong-Capt. Rick-
Comparthenshire, San Diego, &c July 2011	Fmann: Messrs, R. B. Johnson, C. J. Miller,
Changeha Manila, &C May 15th	J. S. Gubby, J. Newman, Mrs. Kruger, Messrs. B. Carwin, P. Viccajee, Mrss Danenburg, I
China San Francisco, &c. July 18th Chingtu Manila (Direct) May 12th	I Sikh, and z Chinese.
Chusan Shanghai May 12th	Per Chusan, for Hongkong from Bombay—
· City of Poking San Francisco, &c. June 22nd	Mrs., Miss and Master Joseph. From Aden—Lient. Roper Ret,—From-Ismailia—Messrs. R.
City of RioSan Francisco, &c. May 27th- Columbia Portland, &c July 8th	Lochran and L. Haston. From Colombo - Mr.
Contic	LA Simpson, Mr. and Mrs. Wintow, From
Coromandel[Loildon, XC May 13th	Singapore-Mr. Wheeler, Madame O'Gotman, Messrs. H. Beers, J. Stafford, and A. olbourn.
DeikeNew York, &cJune 30th : DiamanteManila (Direct) May 15th	For Shanghai from Bombay—Mr. Murphine.
Doric San Francisco, &C. July 25th	I From London—Messrs, Griffiths, Gibson, and
Emp. China Vanconver, &c June 7th	Henri Noel. From MarseillesMr. Robinson. Dr. and Mrs. Fisher, and Mr. Reas St. Pol.
May 17th	From Port Said-Mr. A. T. Warner, From
Testami Maru llanan May 2501	Singapore for Shanghai-Major McDonald,
Gaelic San Francisco, &c. July 1st London, &c May 23rd	and Mr. Pears. For Yokohama from Bombay —Mr. Richardson. From Colombo—Mr.
Glenogle Wictoria, B.C. Way 30th	Shakespeare. From Marscilles Mr. L. Taylor
Haitan Swatow, &C, Mily 1/201	and servant. Misses Taylor and Mache. From
Heidelberg Havre, &c May 25th Idzumi Maru Scattle, &c lung 12t	Venice-Mr. L. Pick. From Singapore-Mr. Cold Field. From London-Mr. W. G. Black.
- Karnen Maru [hursday 18., Mc May 20th	l all.
Townshi Maru Marseilles, &C., May 21st	Per Machew, from Bangkok—c Chinese,
Königsberg flavre, &c func 6th Konoura Maru Kobe May 12th	Departed. Fer. Doric, for Shanghai—Messrs, Louis E.
Turking a lawatow. W.C.,	Dartnell, L. L. Etzell, G. Reiffinger, A. Gad:
Tannas Ortinada, oca anna june june	I dom, Mrs. C. Bruce and maid, Miss M. Diuce,
Maizaru Maru Swatow, &c	- Marrison, A. Hafrison, Mcssfs, J. II. NOIYIS
Nankin (Kobe	- Chan Chuk Chang, M. Donovun and Tildia
- Ninnon Macu jan Francisco, &Colaray, 20th	-! For KobeMr. P. A. Lamb, Mr. and Mr. I-
Olympia Victoria, B.C June 17th Crostes London, &c May, 13th	For Yokoliama—Major Watson, Major and
Preussen Singapore, &c army zaun	Mrs. Koe, Misses G. M. and E. Koe and a
Oueen Margaret San FranciscoQk. uesp.	servants, and J. J. Lillic. For Honolulu-
Rohilla	and Mrs. A. V. Hunter, Mr. and Mrs. Ahi and
Sagami Maru Ivladivostock, &c May 12th	Infant, Master Lhin Hong Chong, Master Chir
Siberia lavre, &c, Nity 30th	Hong Quong, and Miss Chin Hong Mec. For
Tacoma Victoria, B.C. May 13th	Davis, F. Clausen, B. F. Johnson, Mrs. M.
Tradaunted New York New York	Hunt Mr and Mrs. F. L. Phagst, Misses M
Victoria Victoria, D.C.	. I Colloban, B. Nevin, Mrs. Grace, N. Gook, and
Way York May May 2711	I -Rev. and Mrs. E. Abbott. For London-
Yamaguchi Maru Bonibay, &c May 16th	Mr. J. McGregor.

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Ī	VISITORS AT HOL	THE WINDSOR
	Mr. H. H. Beer Mr. A. Colborne Mr. Suellermo Puata Courtatino Mr. N. Hedberg Mrs. How Mrs. Hunt Mr. J. Hunter Mr. Jose Ipnara Mr. W. Juliusbury Dr. F. Lozada Mr. George M. Mc-	Mr. James McGregor Miss C. J. Miller Mr. W. T. Montsarat Mr. S. Nakayama Mr. Oppen Mr. Rawoty Mr. K. Seyilli Mr. Fr. da Silva Mr. John Stafford Mr. A. L. Warner Mr. J. A. Welsh
	Donald	ATTION ATTION

	STEAMERS		EXPECTED.	
,	Names.	:	From.	Due.
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	Vindobona Yamaguchi Maru	Singapore	May 13th
	Tartar	Vancouver	May 15th
	Suisang	Singapore	May 15th
	Idomeneus City of Rio de Jan.	San Francisco	May 18th
•	We would direct the 'style in which "Steamer are now published in the fully urge the managers	attention of shippin s Expected" and "Pro se columns, and in so	g firms to the

eneral.—

,886, T. 5th May,

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reet, 11th ingapore

W. Long, pore 4th 2,000, S.

. Moore, General. Sinjer,

Cerosine. 13, F. W. nghai 9th

E. Fanell, chang 3rd

Office. nghai.

gapore. iooner, for

tain, for Hongkong from Bombayand Master Joseph. From Adenr Ret From Ismailia - Messrs. R. I. J. Haston. From Colombo-Mr. -Mr. Wheeler, Madame O'Gorman, Beers, J. Stafford, and A. volbourn. hai from Bombay-Mr. Murphine. don-Messrs, Griffiths, Gibson, and ... From Marseilles--Mr. Robinson. rs. Fisher, and Mr. Reas St. Pol. Said-Mfr A. T. Wamer. From for Shanghai-Major McDonald, ars. For Yokohama from Bombay chardson. From Colombo-Mr. Fame, twin screw, torpedo-boat destroyer, 402 re. From Marseilles-Mr. L. Taylor Misses Taylor and Mactic. From Ir. L. Pick. From Singapore-Mr. From London-Mr. W. G. Black.

vessels in port.

Steamers.

BENLOMOND, British steamer, 1,752, McIntosh 7th May,-Saigon 2nd May, Rice,-Gibb. Livingston & Co. BISAGNO, Italian steamer, 1,509, D. Maganzini, 10th May,-Singapore 4th May, General.

—Carlowitz & Co. BUCEPHALUS, British steamer, 1,192, M. Robinson, 26th April, -Saigon 21st April, Rice.—Order.

4th May,-Saigon 30th April, Rice,-Butterfield & Swire. CHINGTU, British steamer, 1,459, S. W. Moore, 6th May,-Sydney 6th April, Queensland via Port Darwin 18th, and Manila 4th May,

General,-Butterfield & Swire. CHITTAGONG, British steamer, 1,240, C. R. Corfield, 1st May,-Saigon 26th April, Rice.—Dodwell & Co.

__ LOON JUAN DE AUSTRIA, American steamer, Rowin, 20th Jan., - Manila 16th January. DOYO MARU, Japanese steamer, 1,321, M. Sakata, 9th May, -Saigon 4th May, Rice. -Dodwell & Co.

EMPRESS OF JAPAN, British steamer, 5,904. G. A. Lee, R.N.R., 8th May, -Vancouver 17th April, and Shanghai 6th May, Mails and General.—C. P. R. Co. GODAVEREY, French steamer, 713, Orsim, 1st April,—Saigon 25th March, General.—

HAITAN, British steamer, 1,183, J. S. Roach, 10th May,-Foochow 7th May, Amoy 8th, and Swatow 9th, General.—Douglas, Lapraik & Co.

HATING, French steamer, 705, M. Jenssen, 27th Mar.,-Haiphong and Hoihow 26th, Mar., General.-A. R. Marty. HOLSTEIN, German steamer, 1,103, M. Ipland,

9th May,-Saigon 4th May, Rice.-Jebsen Hongkong Maru, Japanese steamer, 3,385; W. E. Filmer, 18th April,—San Francisco 17th Mar., Honolulu 25th, Yokohama 12th April, and Kobe 13th, General.—J. S. Van

· Buren. Hyson, British steamer, 2,779, D. Davies, 26th April,-Moji 22nd April, Coal.-Holiday,

KEONG WAI, British steamer, 1,115, R. Unsworth, 2nd May,-Bangkok 26th April, Rice and Timber.—Yuen Fat Hong P. & O. KONOURA MARU, Japanese steamer, 1,408, K. H. Shüna, 6t May,—Moji 30th April, Coal. —Dodwell & Co.

> KWEIVANG, British steamer, 1,160, A. W. Outerbridge, 8th May,-Hongay 6th May, Coal.—Butterfield & Swire. LOOSOK, British steamer, 1,020, J. B. Jackson, 10th May,-Singapore 24th April, and Bangkok 4th May, Rice and Timber .-

> Butterfield & Swire. MAIDZURA MARU, Japanese str., 667, S. Nagata, 10th May, -Swatow 9th May, General. -Mitsui Bussan Kaisha. NANKIN, British steamer, 2,557, F. L. A. Lyon,

> and Singapore, 3rd May, General.—P. & O. S. N. Co. ON SANG, British steamer, 1,785, J. Young, 5th, May,-Kuchinotzu 29th April, Coal.-Jardine, Matheson & Co.

R.N.R., 9th May, -Bombay 20th April,

at Hong. PHRA CHOM KLAO, British steamer, 1,011, Fowler, 9th May, -- Bangkok 1st May, Rice.-Yuen Fat Hong. ROHILLA, British steamer, 2,216, S. de B Lockyer, R.N.R., 10th May,-Yokohama 3rd May, General,-P. & O. S. N. Co. SAGAMI MARU, Japanese steamer, 1,168, J.

Nagao, 5th May, -- Swatpw 4th May, General.—Nippon Yusen Kaisha. SISHAN, British steamer, 849, A. Jones, 6th May, Saigon and May, Rice. - Bradley

SUNGKIANG, British steamer, 994, C. B. N. Dodd, 10th May, -Manila 7th May, General.-Butterfield & Swire. TACOMA, American steamer, 4,689, Andrew Dixon, 3rd May,-Tacoma, U.S.A. 5th April, General.-Dodwell & Co.

TAI LEE, German steamer, 815, H. Kock, 22nd April, -- Swatow 21st April, Ballast .--Meyer & Co. TRITOS, German steamer, 1,033, W. A. Dinse,

oth May, Saigon 5th May, Rice and General.—Siemssen & Co. Sailing Vessels.

G. C. Tolley, American bark, 1,390, J. F. Shurtlef, 4th May,-Tacoma 7th Nov., Timber.-Order. HENRY FAILING, American ship, 1,850, Merreman, 23rd Mar., -Tacoma 12th Jan.,

Timber. - Master. KASCUISKO, British ship, 1,192, Lewies, 25th Jan.,-New castle 19th November, Coal.-

QUEEN MARGARET, American ship, 1,999, Fraser, 5th Mar, - New York 17th Sept, Kerosine Oil.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION. ...

Hongkong, May 11th, 1899. Alacrity, despatch-vessel, 1,700 tons, to 6-pd. q.f. guńs, 3,000 i.h.p., Commander A. H. Smith-Dorrich, Wei-hai-wei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p. Com. E. J. W. Slade, Foochow. Aurora, British cruiser, 5,600 tons, Capt. E. H Bayly, Hongkong Barfleur, 1st class battleship, 13,000 tons, 14

guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C. B., Nagasaki. . Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. Montgomeric,

Mir. and Mrs. Whilew. From Brick, British cruiser, 1,770, tons, 6 guns, 5,60 h.p., Capt. Wrey, en route Wej-hai-wei. Centurion, ist class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, Wei-hai-wei.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Hongkong. Esk, coast defence gunboat, 363 tons, 3 guns 200. i.h.p., Lieut-Coundr. C. Chadwick, Shanghai.

tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, Firebrand, 3rd class gunboat, 455 tons, 4 guns,

360 i.h.p., Hongkong. Grafton, 1st class cruiser, 7,350 tons, 12 guns, 13,483 i.h.p., Capt. W. Fisher, Wei hai-wei. Handy, twin serew, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 i.h.p., Hongkong. Harl, twin screw, torpedo-boat destroyer, 260

tons, 6 guns, 4,000 i.h.p., Hongkong. Hermione, and class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Captain G. Callagham, Hongkong Humber, storeship, 1,640 tons, 800 i.h.p., Com.

H. J. Davison, en route Wei-hai-wei. Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, ... Wei-hai-wel.

Linnel, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Shanghal. Narcissus, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Captain King Hall,

1,200 i.h.p., Lieut-Comdr. P. S. St. John, en route Manila Phanix, sloop, 1,050 tons, 6 guns, 1,100 Lh.p., Com. R. P. Cochran, Wei-hal-wei.

Plenny 1st class gunbout, 755 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. J. Green, Manila. Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. S. V. Y. De M.

Cowper, Hongkong. Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, Manila. Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lleut Com. The Hon. G. A. Hardinge, Sandakan.

Redpole, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. F. F. Haworth-Booth, Singapore: CENTAUR, British steamer, 1,223, T. Bannatyne, Swift, gun-vessel, 756 tons, 2 heavy guns, 4 | Pluvier, French despatch-boat, 545, tons, 6-pounders, 870 i.h.p., Foochow.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong, Tweed, coast desence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong. Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg,

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan. Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E.

Kelly, Hongkong. Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Amerigo Vespucce, Italian cruiser, 1,333 tons, Capt. Zezi, Shanghai. Benge, Portuguese gunboat, 462 tons, 3 guns, 400 h.p., Lieut.-Com. Marques, Macao. Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai.

Liberal, Portuguese gunboat, Comdr. Comval hosa d'Athayde, Macao. Marco Polo, Italian cruiser, 1,457 tons, Captain Ed. Incovount, San Mun. Sanda, Austrian cruiser, 2,350 tons, Capt.

Guarde, Hongkong. Strombali, Italian cruiser, 3,359 tons, Captain Cantantnis, Hongkong,

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,5000 h.p., Captain Molas, at Port Arthur. Alcout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Dimitri Danskoy, Russian armoured cruiser,

5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofff, at Vladivostock. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 li.p., Capt. Boulognoff, at Port Aathur. Norcycle, Russian cruiser, 1,200 tons, 9 guns,

2,150 h.p., Capt. Serebriamikoff, at Port Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt, Zvinskey, at Singapore.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff, Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 at Vladivostock. Alavarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at

Vladivostock. Nayerdnik, Russian-cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur. Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain. Coprianoff at Nagasaki.

Pamiai Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at Vladivostock. Rossia, Russian armourd cruiser, 12,200 tons,

Capt. Domojiroff, at Port Arthur. Rurik, Russian flagship, 10,040 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur. Silatch, Russian gunboat, 4 guns, 1,200 h.p.,

Capt. Barronon, at Vladivostock. Sissoi Veliky, Russian battleship, 10,000 tons, to guns, 8,500 i.h.p, Capi. C. Parenayo, at Port Arthur. Siveptch, Russian gunboat, 950 tons, twin

screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur. Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur.

Vostock, Russian torpedó gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock. Vakout, Russian gunböht, 16 guns, 890 h.p., at Vładiyostock.

Zabiaka, Russian cruisett 1,230 tons, 20 guns, 2,000 h.p., Capi. Shkruff, at Port Arthur.

Russian Torpedo Flotilla. (Sea Coing.) Borgo, ist class, Russian torpedo boat, 81 tons,

3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons.

3 guns, 2 torritules 780 h.p., speed 22 knots, Sweaborg, 1st class, Russian torpedo boat, 66 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots. (1st-and 2nd class.) -

Forel, Russian torpeda boat, 23 tons, 1 gun, 220 h.p., 16 knots. Jantchichi, Russian torpedo boat; 87 tons, 4 Nargen, Russian torpede boat, 85 tons 4 guns, Kasngi, protected cruiser, 1st class, 4,978 tons, 1,200 h.p., 22 knots.

Navorašsisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots! Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220

220 h.p., 16 knots. Sootching, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. 3

220 h.p., 16 knots. Strauss, Russian torpedo boat, 23 tons, 1 gun, Takasago, protected cruiser, 1st class, 4,227; 220 h.p., 16 knots. Singuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice Admiral Alexeieff. ---* Flagship of Rear-Admiral F. V. Dubossoff. Flagship of Rear-Admiral Recunoff. The French Squadron.

dspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journet, at Saigon. Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt, Joannht, at Yokohama. Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 lup., Captain Ternet, at-

Bruix, French cruiser, 4,750 tons, 16 guns, Peacock, 1st class gunboat, 755 tons, 6 guns, | Comèle, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Salgon. Descarles, French protected cruiser, 3,985 tons, 36 guns 631 l.h.p. Captain Bernard, at

Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt, Texier, at Along Bay. Forfail, French cruiser, 2,321 tons, 23 guns 2,764 h.p., Capt. Delort, at Nagasaki. Inconstant, French cruiser, 891 tons, 8 guns 850 i.h.p., Capt. La Seyne, at Chemulpo.

Jean Bart, French cruiser, 10 guns, 8,000 i h.p., Capt. Chesmar, at Toku. Lion, French gunbont, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai. Pascal, French protected cruiser, 3,985 tons

36 guns, 9,000 i.h.p., Capt. de Bretizei, at guns, 500 h.p., Comdr. Videl, at Bangkok. Surprise, French gnnboat, 627 tons, 10 guns,

860 i.h.p., at Saignon. Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at

Vauban, Franch flagship, 6150, Capt. Boutet at Haiphong. Viplie, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok. Flagship of Rear-Admiral Gigault de

The German Squadron. Arcona, German cruiser, 2,370 tons, 20 guns, 2,400 h.p., Captain Renike, at Singapore Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich

Wilhelmshaven. Gestion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy. Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Swatow. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Hongkong.

Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila. Kaiser, German, flagship, 7,676 tons, 28 guns,

7,800 h.p., Captain Stubenrauch, at Wei hai-wei. dloewe, German' surveying vessel, 970' tons, Captain Korvetton, at Amoy. Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captaire Truppel, at

Kiaochow. Flagship of Rear-Admiral von Diederichs. RIVER * Flagship of Prince Henry of Prussia.

The American Squadron. Bultimore, U.S. cruiser, 4,413 tons, to guns, 10,064 h.p., Capt. N. M. Dyer, at Manila. Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. E. D. Taussig, at

Hongkong. Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030 h.p., Capt. G. F. F. Wilde, at Taku. Buffalo, U.S. converted cruiser, 6,888 tons, 6

guns, 3,600 h.p., Comdr. J. N. Hemphill, at Manila. Callan, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut, Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila. Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. W. H. Whiting, on route Manila. Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405

h.p., Comdr. Asa Walker, at Manila. Culgon, U.S. supply-ship, 7,000 tons, 2,350 h.p., Lieur, Comdr. J. W. Carlin, at Manila. Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila. Tris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila.

h.p., Lieut. Comdr. Frederic Singer, at Manila. Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 hlp., Comdr.-H. E. Nichols, at Manila.

Menocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Comdr. G. A. Bicknell, at Shang-Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C.

Leutze, at Manila. Nanshan, U.S. collier. Olympia, U.S. flagship, 5,870 tons, 14 guns, 17,313 h.p., Capt. B. P. Lamberton, at

Oregon, U.S. 1st class battleship, 10,288 tons, 16 guns, 11,111. h.p., Capt. A. S. Barker,

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p. Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila. Vorktown, U.S. gunboat, 1,710 tons, 6 guns, 3.392 h.p., Comdr. C. S. Sperry, at Manila. Posemite, U.S. converted cruiser, 6,179 tons, to guns, 3,800 h.p., Capt. R. P. Leary, at

Manila. Zufiro, U.S. dispatch-vessel.

JAPANESE MEN-OF-WAR. Battleships.

Fashima, 1st class, 12,460 tons, 38 guns, 14,000 Jup., at Yokohama. Fiiji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.

Chinyen, and class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama. Coast Defence Ships. Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.

Itsuskushima, 1st chiss, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki. Hashidate, 1st class, 4,277 tons, 35 guns, 54,000 h.p., at Shimazu. Kongo, 2nd class, 2,550 tons, 13 guns, 2,035

Hiyei, and class, 2,550 tons, 13 guns, 2,035 h.p., Heiyen, and class, 2,600 tons, 15 guns, 2,400

Oruisers. 30 guns, 15,500 h.p. Chitose, protected cruiser, 1st class, 4,978 tons,

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p. Poshino; protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo. Skorpion, Russian torpedo boat, 23 tons, 1 gun | Naniwa, protected cruiser, 1st class, 3,709 tons, -24 guns, 7,120 lt.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700

30 guns, 15,500 h.p.

tons, 24 guns, 7,120 h.p. Sterlaid, Russian torpedo boat, 23 tons, 1 gun, Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p. tons, 30 guns, 10,000 h.p., at Manila. Akitsusu, protected pruiser, 1st class, 3,150 26 guns, 8,500 h.p.

Suma, protected craiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p. Ideunti, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p. Sai-yen, protected cruiser, 1st class, 2,300 tons,

15 guns, 2,800 h.p. Akitsushima, protected cruiser, 1st class, at Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p. Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p. Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630

Tsukushi, 3rd class, 1380 tons, 12 guns, 2,887 h.p. Sloops and Corvettes. Musaski, 1,490 tons, 10 guns, 1,600 h.p. Katsuragi, 1,480 tons, 10 guns, 1,600 h.p. Yamato, 1,480 tons, 10 guns, 1,600 h.p. -Tenriu, 1,550 tons, to guns, 1165 h.p.

Kainion, 1,360 tons, 10 guns/1,125 h.p.

Amagi, 1,030 tons, 13 guns, 710 h.p.

Oshima, 640 tons, to guns, 1,200 h.p., at Kanko. Akagi, 620 tons, 10 guns, 700 h.p.; at Chefoo. Alago, 620 tons, 10 guns, 700 h.p. Maya, 620 tons, to guns, 700 n.p. Chiokai, 620 tons, 10 guns, 700 h.p., at Pusan. Soko, 572 tons, 4 guns, 400 h.p. Iwaki, 600 tons, 6 guns, 400 h.p.

Chinto, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pul, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9 guns, 455 h.p. Torpedo-gunboat.

5,500 h.p. Torpedo-boats. Kolaka, 190 tons, 6 torpedo-tubes; 1,400 h.p. 14 boats (Creusot), 56 tons, 2 torpedo-tubes,

Tutsuta; 875 tons, 6 guns, 5 torpedo-tubes,

boats (Kobe), 56 tons, 2 torpedo-tubes, 525 boat (Normand), 75 tons, 2 torpedo-tubes, 2 boots (Schichau), 90 tons, 3 torpedo-tubes,

boats (Yarrow), 40 tons, 3 torpedo-tubes, 10 boats (Yarrow), 40 tons, 3 torpedo-tubes,

Miscellaneous. Rinjo, armoured cruiser, 2,530 tons, to guns,

(used as gunnery traning ship.) Kanjiu; sailing-ship, 877 tons, 6 guns. ,-(used as training ship.) Manjiu, sailing ship, 877 tons, 6 guns. (used as training ship.)

Tsukuba, wooden screw steamer, 1,989 tons, to guns, 520 h.p. (used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns. ...

(used as a hulk.) lingei wooden paddle steamer, 1,465 tons, 2 (used as torpedo training ship.

STEAMERS, SCHOONERS, AND LORUHAS.

Hongkong and Canton.

Fatshan, British steamer, 2,260, Smith,--Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, S. W. Goggin,

--- Hongkong, Canton, & Macao Steamboat Powan, Britishetteamer, 1,890, A. M. Patrick,-Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,235, C. V. Lloyd,— - Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain Austen,-Chi Wo & Co. Tai-on, British steamer, 728, Goblouski,-Tai On Steamship Co. Chun Wai, British steamer,--Kwong Wan S.S.

- Hongkong and Macao. Heungsham British steamer, 1,055, W. E. Clarke,-Hongkong, Canton and Magao Steamboat Co. Perseverance, British steamer, 46,--Ng Lau

Macao and Canton.

White Cloud, British steamer, 752, A. Cruickshank,--Hongkong, Canton, and Macao Steamboat Co. Kinngtung, Chinese steamer, 563, Holmes,---China Merchant Steam Navigation Co.

Canton and West River. Lungkiang, British steamer, 108, Nunes,-Hongkong, Canton and Macao Steamboat

Lungshan, British steamer, 108, Morrison,-Hongkong, Canton and Macao Steamboat City of Whampoa, Chinese steamer, 40,-Ah

Sun Chow, Chinese steamer,-Ah Yon.-Hongkong and West-River. Saikong, British stesmer, 259, Kwong Wang Steamship Co.

Cheung Kong, Y. Kun, 58,-Kwong Wan, S.S. Lil, American lorcha. Kongpak, British steamer, 147, G. C. Jones, Kwong Lee Steamship Company.

Lorchas and Schooners. Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,-Hung Kum Sing.

Post Office.

A Mail will close:-

For Swalow, Amoy and Foochow-Per Hailon to-morrow, the 12th instant, at 9 A.M. For Shanghai-Per Kiniuck to-morrow, the izth instant, at 9 A.M. For Hollow and Haiphong-Per Hatting formorrow, the 12th instant, at 9 A.M.

For Manila-Per Chingin to-morrow, the rath instant, at Ir A.M. . . For Shanghai, Chefoo, Chemulpo, Nagasaki and Vladivostock-Per Sagami Maru tomorrow, the 12th instant, at 11-A.M. For Singapore Per Onsang to-morrow, the

rath instant, at 11/A.M. For Moji, Kobe, Yokohama, Victoria and Tacoma-Per Tacoma on Saturday, the 13th For Europe, &c., India, via Tuticorin-Per Coronandel on Saturday, the 13th instant, at

For Nagasaki, Kobe and Yokohama-Per Robilla on Saturday, the 13th instant, at 3 P.M. For Kobe and Yokohama-Per Milke Maru on Saturday, the rath instant, at 3 P.M. For Shanghai and Kobe-Per Mindobona on Saturday, the 13th instant, at 3 P.M.

For Swatow, Amoy and Tamsui-Per Maidgura Maru on Saturday, the 13th instant, at For Singapore, Penang and Bombay--Per Bisugno on Monday, the 15th inst., at 11 A.M. For Swatow and Tientsin Per Kweiyang

Milliarne-Per Changsha on Monday the 15th instant, at 2 P.M. For Manila-Per Diamante on Monday, the 15th instant, at 4 P.M. For Singapore, Colombo and Bombay-Per Yan gucki Marie on Tuesday, the 16th inst.,

the 16th instant, at 3 P.M. For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C .- Per Empress of Japan on Wednesday, the 17th inst., at 11 AM:
For Europe, &c., India, via Tuticorin-Per

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on Monday, the 15th instant, at 11 A.K. For Manila, Port Darwin, Thursday, Island, Cooktown, Townsville, Brisbane, Sydney and

at 11 A.M. For Shanghai-Per Lycemoon on Tuesday,

Preusen on Wednesday, the 74th instant, at

Road Central, in the City of Victoria, Hongs